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ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS,

Hongkong, 4 November, 1907.

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dresses with communications addressed to the
Editor, not for publication but as evidence of good
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The Daily Press.

HONGKONG, NOVEMBER 9TH, 1907.

We see in correspondence with the local Chamber of Commerce, which we hope to find space for later, that the Chamber addressed the Colonial Secretary on the subject of the Nanking Viceroy's projected opium monopoly. All shops will have to buy their raw opium from the Viceroy's nominee. If the scheme succeeds, and is as profitable as it promises, other Viceroy's will be sure to copy the example, and the Chamber lodges a protest against such interference with an established foreign trade. The Governor is asked to support the protest, on the ground that the project is illegal and contrary to treaty, Articles V and X of the British Treaty of Nanking, 1842 being quoted. The British Merchants in Shanghai combined and refused to supply the monopolist, who thereupon began to buy at Hongkong, where a boycott was less easy to arrange. The Chamber points out that while the new Bureau poses as an anti-opium movement it is really a monopoly with revenue as its sole object. The Hongkong merchants interested had written not only to the Chamber of Commerce, pointing these things out, but also to the British Consul at Shanghai, and to the Chairman of the China Association at Shanghai. The Chamber of Commerce telegraphed to the British Minister at Peking adding their protest to those already forwarded. The Hongkong Branch of the

China Association also agreed to co-operate in the protection of the interests concerned. The protest was forwarded by the Governor to the Secretary of State for the Colonies, but at the same time His Excellency pointed out, to the Hongkong Chamber, that the persons "directly affected," and upon whom should devolve the task of representing to His Britannic Majesty's Minister at Peking the alleged breach of treaty, are the merchants of Nanking. His Excellency also suggested that the merchants of Hongkong should endeavour, in order to protect their own interests, to take at present to those taken by the merchants of Shanghai—to combine and refuse to sell to the monopolist. The British Minister at Peking called upon the Waiwupu, pending a diplomatic settlement, to stop the provincial authorities from taking upon themselves to devise such measures as must restrict a legal trade guaranteed by treaty. The Waiwupu sent telegrams to suspend the monopoly, and issued a proclamation.

Local Chinese papers publish an unconfirmed story that a local bank has been robbed of a lac of dollars by a shroff.

The weather seems very promising for the Al Fresco fest announced to be held to-morrow night in the compound of the Roman Catholic Cathedral. A pleasant evening will be enjoyed by those who visit the Bazaar in aid of the poor under the care of the well known Society of St. Vincent de Paul and the band of B.M.S. "Bedford" will, no doubt, be an additional attraction. The members of the Society are working hard at the pavilions and stalls, where the conveniences and other attractions are exhibited, and improved arrangements are being made for the exchange of tickets in order to avoid confusion and make matters easier than in previous years.

In view of the wild fluttering of lawn sleeves in prelatial circles over the Deceased Wife's Sister Act, and the frenzied episcopal appeals to the more ignorant of the clergy as to the perfect divine inspiration and the eternal validity of Canon Law, Mr. Spencer Leigh Hughes has been wickered enough, in "London Opinion" and other papers, to instruct, in the most skilfully irrelevant tone, the public opinion of the United Kingdom as to what Canon Law really contains. And the contents are certainly a surprise to the Man in the Street. Amongst other things, it is gravely concerned with frivolities about clerical dress, tippets, night-caps, doublets, hose, and so on. And Mr. Hughes doesn't see why the clergy should be so particular about the Canon Law, observed, while the rest is ignored.

"The sexton of a quaint old church," said the traveller, "showed me through the cool, dim building one warm afternoon, and as we were departing, pointed to the Bible on the lectern and smiled. 'A strange thing happened last Sunday in connection with that Bible,' he said. 'We had a strange minister preaching here, and when he opened the Book he came upon a notice and read it out with all due solemnity. It was a request for the congregation's sympathy and prayers for John Q. Griggs, who had been deeply afflicted by the loss of his wife.' 'The sexton paused and chuckled softly. 'You see, sir, he said, 'our regular minister had been using that paper as a book marker more than a year, and John Q. Griggs, in a natty grey suit, sat in the front pew with the new wife he had taken just the week before.'"

By kind permission of Lieut.-Col. W. Scott Moncrieff and officer, the band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner, at the Hongkong Hotel, this (Saturday) evening:—
March..... "King Cotton."
Sousa Valse..... "Au pays du Chanson."
Fahrbach Selection..... "The New Aladdin."
Carroll Song..... "The Promise of Life."
Cowan Overture..... "French Comedy."
Kula Kula Summer Idyll..... "Hiawatha."
Moret Selection..... "The Merry Widow."
Lohar Polka..... "The Handy Man."
Coothe Dinner March..... "Hors d'oeuvres."
Anchovy Eggs..... "Clear Windsor."
Fried Fish Baitre d'Hotel..... "Entrées."
Fillet of Steak and Hot Patties..... "Dry."
Chicken Liver and Lamb and Mint Sauce..... "Roast Capon and Sauce."
Boiled Corned Leg of Pork and Potato Pudding..... "Cold Lettuce Pie and Plain Salad."
Sweetbread and Butter Pudding..... "Plum Pudding and Brandy Sauce."
Noyau Ice Cream and Finger Cakes..... "Cheese Straws."
Dessert..... "Coffee-Fruits."

The H. K. V. C. is to parade at Headquarters at 8.30 this (Saturday) morning. Dress:—Khaki, Khaki Helmet with Badge, two 10-round pouches, waist belt, side arms, rifle with sling. Black boots and puttees will be worn. Members in possession of medals, etc., will wear the same. The following letter has been received from His Excellency the Governor by the Commandant and is published for information:—"I shall be grateful if you will be good as to express to the Officers and men under your command my keen appreciation of the general efficiency and smartness of the corps so far as I was able to judge of what I saw yesterday. The gun and maxim drill which I saw was excellent and characterized by great keenness, with a thorough knowledge of how to handle the guns and maxims in action. I was also greatly interested in the semaphoric class of cadets. The camp was admirably laid out, and the messing and other arrangements appeared to leave nothing to be desired. The lighting of the camp was a very special feature and reflects great credit on the Engineer Company. I hope, when we next meet, that the strength of the corps will have further increased."

William Randolph Hearst announces that he will not be a candidate for the U.S. presidency. He declares that he is out of politics permanently.

A French critic writing of British officers in the "Revue Militaire" says: "They are generally drawn from the upper classes, which are well educated. Although the pay of the officer in England is higher than in other countries, it is still inadequate to meet the expenses incurred by the surroundings in which he lives. The situation has attracted attention, since its consequence is to deter poor men from the military career, and to fill the Army with young men who are, it is said, more concerned with their sports and pleasures than with military questions."

LOCAL SPORT.

CRICKET.

HONGKONG CRICKET CLUB.
The match "Probables" v. "Possibles" postponed from last Saturday, will take place to-day on the Club's ground, commencing at 12 o'clock, noon. The following are the selected players:

PROBABLES:—Messrs. R. Hancock, H. Hancock, W. C. D. Turner, T. E. Pearce, H. B. Makin, A. E. Lanning, Lt. J. M. G. Taylor, 19th Inf., Capt. H. M. Binsley, R.A., W. A. Powell, A. W. J. Peake and Corp. Sharpe, 3rd Mid. Regt.

POSSIBLES:—Major H. E. Lewis, 19th Inf., Capt. H. E. Stanger, 10th Inf., E. O. Hutchison, U. R. Phillips, L. J. Wihart, Major W. W. Chitty, 19th Inf., A. A. Claxton, F. H. Stevens, E. A. Fowler, C. Irvine and R. C. Witchell; Reserve: Mr. W. Edwards.

C.R.C.C. v. R.G.A.C.C.

The following will represent the Civil Service C. C. against the R. G. A. C. C. Artillery to-day at 2.15 p.m. sharp, on the C. S. ground:—
Messrs. P. T. Lumble, E. W. Dawson, P. R. Adams, E. Hoggarth, F. Bacon, A. R. F. Blackie, J. McKay, A. Pile, A. Thornhill, L. E. Brett, Dr. Atkinson; Umpire Mr. W. H. Woolley.

POLICE v. Y.M.C.A.

In a match which is to take place this afternoon between the Police and the Y.M.C.A. the Police team will be:—Lander, (Capt.) Ogg, Cooper, Mackay, Parr, Taylor, Bell, Moody, Watt, Fox and Gordon.

The Hongkong "A" have scratched their match against Kowloon for Saturday; the latter therefore receives one point for a "walk-over." The inability of Hongkong to raise a team will cause considerable disappointment over the water as a good game had been anticipated.

HONGKONG CRICKET LEAGUE.

CLUBS	MATCHES				
	Plaid	W	L	Draw	Points
Civil Service	2	2	0	0	2
3rd Middlesex	1	1	0	0	1
Royal Garrison	1	0	0	1	1
Artillery	5	3	2	0	1
Telegraphs	2	1	1	0	0
Craigswater	3	1	2	0	1
H.K. Police	3	1	2	0	1
Departmental Corps	3	1	2	0	1
Kowloon	1	0	1	0	1

N.B. 1 point = a win
0 = a draw
1 = a loss

THE ORDER IN COUNCIL.

The Japanese Advertiser (American) says: The proceedings which have been instituted against Mr. Bethell of the Korea Daily News, in the British Consular Court at Seoul, by virtue of the new Order in Council, like no other. There is a hole and corner favor about the entire affair which creates something resembling a nuisance in the stomach of those who have been wont to associate the great principles of habeas corpus with the idea of Anglo-Saxon justice.

Nowadays, apparently, England is content to sit at the feet of Japan and imbibe more modern, more Oriental, and distinctly more resilient legal teachings both in theory and practice.

As this Order in Council at present stands, it simply means that the Consul, in collusion with the Japanese authorities, may absolutely muzzle every English journalist in China or Korea who tries to tell the truth about the outrages which have been and are being perpetrated in the insular Kingdom. As the Order is worded, it is not even necessary that this "seditious matter" should be published in Korea. Article 5 merely says that "every person subject to the criminal jurisdiction of the Court who prints, publishes, or offers for sale any printed or written newspaper or other publication containing seditious matter" shall be liable to the payment of security or in default or on a second offence to deportation! Thus an English correspondent sending "a seditious" telegram or letters to his home paper may be throttled by the Japanese authorities in Korea or China, acting through some accommodating British Consular official. If this is one of the beneficial results of the Anglo-Japanese alliance, we can only commiserate our unfortunate British countrymen.

The weird manner in which this prosecution, or whatever else may turn these hybrid proceedings, syncretizes every impartial onlooker in associating therewith a Japanese inspiration.

We have said before and we say again that the normal legal machinery should be quite as competent to deal with the case of a newspaper proprietor as with that of any other citizen or subject, and it is a sad confession for Great Britain to have tacitly made that she is nowadays content to sacrifice her glorious fundamental and traditional principles of equity and justice, and the rights and interests of her subjects in the Far East on the altar of highly problematical and nebulous political and diplomatic advantages. Let us hope that no other self-respecting Power will follow this wretched example.

How to be Beautiful.—Keep your complexion, Mrs. Ellen's Grime Charmante, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

TELEGRAMS.

[RUSSIAN SERVICE]

THE UNITED STATES.

LONDON, November 6th.

Many flour mills in Minneapolis are closed owing to the financial conditions.

THE SENSATIONAL TRIALS IN GERMANY.

LONDON, November 6th.

The Journalist Brandt has been sentenced to 18 months imprisonment. Prince Buelow, at the trial, declared that the charges made against him were insensate, and he described the tendencies ascribed to him as abhorrent and incomprehensible.

EXPLOSION IN A GERMAN TRAINING SHIP.

LONDON, November 6th.

An explosion has occurred on board of the German Training ship *Blutcher*. The decks were blown off. Up to the present the casualties amount to 8 dead and 22 seriously injured.

THE 5th LANCERS.

LONDON, November 6th.

There is much sympathy at Aldershot with the officers of the 5th Lancers, but the action of the Army Council is commended as evidence of the determination to maintain the utmost efficiency throughout the army.

RESCUED FROM A DERELICT.

DRAMATIC SEQUEL TO THE FIRE ON THE FORTUNATUS.

When the steamer *Fortunatus* was abandoned on fire in mid-ocean, one of the crew, a cook, was missing, and it was surmised that he had either fallen overboard or had committed suicide. An interesting letter, which was received from Captain Felton, of the steamer *Iona* on October 2 by Mr. F. Longmore a chemist of Melbourne, says that he had the misfortune to fall in with the burning steamer. When we were alongside, the latter proceeded, we found one poor unfortunate cook, who had been left behind when the other left the ship in the boats. He can't talk English, but we saw as we can get to the history of the fire from him, it is that he was a fireman on board, and his name is Jek-ohah, from Haboragang, India. He appears to be very confused, and tells us that the fire broke out at night six or seven days after leaving Colombo; that he was asleep at the time, and woke up about 5 a.m. to find the ship on fire and all the boats gone, and no one left on board, but himself; and that he had been on the ship over since by himself for eight or ten days. What mystifies him more than anything else is where he could have stowed himself to burn on him, and was covered with dust and cinders, but otherwise he appears to be all right and certainly had not the appearance of a man who had been eight or ten days without food or water.

The second officer, who went in the boat, said that he had an empty broket and on by him, but not another sign of food or water was to be found. The *Fortunatus* was completely gutted out. All the woodwork and decks were burned, the fore and aft deckbeams and everything bent and buckled up. Everything of value was lost, and the deck, mizzen, and so forth had fallen in the hold, and what remained of the cargo was still burning. In fact, the ship was listed over to port about 30 degrees or 25 degrees, and the high side was still red-hot in places. A more melancholy sight you could hardly imagine.

CUSTOMS OF THE TRADE.

The term "trade customs" in some quarters appears to be the modern synonym for malpractices (says the *Lancet*). So many defendants shelter themselves, or attempt to shelter themselves, behind the plea of trade custom that it would be interesting to have a list published of "trade customs." The public have a right to know what trade customs are. We doubt very much if the public know quite so much about them as the trade.

Police court proceedings enlighten us considerably at times, but there are so many "trade customs" that we need a glossary of them. We fancy that we should be fairly safe in saying that such a compilation would open our eyes to a string of petty practices designed more or less to cheat the purchasing public: trade customs, in fact which though approved by the trade are, strictly speaking, illegal transactions.

We should like to see appointed a Royal Commission on "trade customs." The selection of the Commissioners, who, of course, would be authorities on the subject, would be interesting and the evidence of the witnesses would at least be amusing if not instructive. The final report would have the word "swindlers" written in every one of its conclusions: that is to say, if the Commissioners honestly set about their business. These may be strong words, but day by day we read in police court proceedings how indignant after indictment is met by the sickening excuse of "trade customs."

Brown paper is found in the soles of boots; it is a trade custom. Silk containing cotton is sold as pure silk; it is a common practice of the trade and therefore a justifiable one, because the trade recognizes it. It is a 'so at times the trade custom to call an article brandy which is not brandy, soda-water which is not soda-water, butter which is not butter, and so on ad infinitum. In fine, it will be found that "trade customs" are a rule to not call a spade a spade and things are not what they seem. The term "trade customs" is a cloak, is not in many instances honest, and in an equal number of instances exists to evade the law. The law should recognize no trade custom which is not straight dealing.

"A Sentimental Season" by Thomas Cobb (London: T. Werner-Laurie) is a fascinating study of a feminine type, and a bright picture of rural and town society. Mr. Cobb manages to give us light and easily digestible offsets, but it is evident that this is done only at the cost of deep studies. The dialogue is easy and natural, and the whole story very pleasant, clean, and absorbing.

POLICE COURT.

Friday, November 8th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

LARCENY.

A native who was caught in the act of stealing two tins of cigarettes from a tobacconist stall in Chia Loong Street was sentenced to three weeks' imprisonment and six hours' stocks.

CUILD MEMBERS QUARREL.

Two members of the rattan splitters guild were arrested for fighting at Shektonai on Thursday night. They admitted the charges. His Worship, in warning the defendants, told them that some three years ago members of this guild were notorious for fighting and very frequently he had to order stocks. This stopped the trouble, and he warned them against reviving it. The defendants would be bound over in the sum of \$100 to keep the peace for twelve months.

BEFORE MR. C. D. MCLIBBANE (SECOND POLICE MAGISTRATE).

VAGRANCY.

A seaman giving the name of Frank Burns, who said he deserted from the sailing ship *Eclipse* at Canton some seven months ago, appeared before the Court charged with being a vagrant. The case was remanded to enable the police to call the captain of the sailor.

ALLEGED SNEZZLEMENT.

Man Chun, collector for the Hang Fung shop, appeared before the Court on a charge of snezzlement \$3,330. The case was remanded.

DEPRIVING THE MUTUAL STORES.

Liou Cardosa appeared before his Worship on a charge of obtaining from the Mutual Stores, with intent to defraud, goods to the value of \$11.10 by virtue of a forged order purporting to be the order of one L. A. Leite, who is employed in the General Post Office. Mr. Leite denied giving the defendant any order on the firm mentioned, and his Worship asked accused what he had to say.

He stated that on the first occasion when he went to the Mutual Stores he got six bottles of Black and White Whisky and a round of cheese for Mr. Rosario. After this a Mr. Chavis told him to go and get two tins of biscuits and a bottle of Black and White Whisky. On that occasion the Mutual Stores refused to give him the articles.

His Worship sentenced the defendant to six weeks' imprisonment.

The forged order shown his Worship was written on Post Office paper, and the Postmaster-General is wondering how it got out of the Post Office.

CHINESE COMPANY PROMOTERS.

From information received at the Detective Office it appeared to the Chief Inspector that a firm of alleged swindlers were carrying on illegal business in a wholesale way. In consequence of this Detective-Sergeant Sullivan was despatched to the head office of this firm at 58, Hollywood Road, and was surprised at the palatial surroundings. Costly Chinese scrolls adorned the walls, and handsome blackwood furniture and other ornaments were there in abundance. In fact, the surroundings were sufficient to give clients the idea that the firm was an affluent one, and this evidently was the object of the shareholders who, if the story to be told by witnesses is true, were dealing in thousands. The Sergeant's visit resulted in the arrest of Young Fak-sun, a broker, and Yuo-ti-tsan, Chan Kam-long, Hue Wan-shang and Woo Kow, all of whom are described as having no occupation. The defendants, who were all dressed in silken attire, appeared before his Worship on a charge of starting a Company similar to that of Messrs. Sincere and Co. with an alleged capital of \$5,000 in 40,000 debenture shares, all of which were to be taken up by the third defendant, said to be sixteen years of age. This Company was to have premises in Queen's Road Central, and if they were unable to rent a shop they were to purchase one. The first man approached by one of the louts to become a shareholder in the new venture, it is stated, was the purchasing clerk employed by Messrs. Sincere and Co. He was told that his experience would be useful in making a success of the new venture and it would be worth his while to take a share in the company for \$500. Borrowing this amount, he went to the office in Hollywood Road, where he was received by some of the defendants. They had a conversation, and then a gambler suggested, drinks coming on in the meantime. The purchasing clerk a later that after being there a time he got a little stupid, and someone got him to sign a promissory note, but he could not say for what amount. On leaving the shop his suspicions were aroused, and he told the story to the managing partner of Messrs. Sincere and Co. It appears that in the meantime the first defendant went to the latter firm and purchased cloth to the value of \$123 odd. When the manager of Sincere and Co. heard his clerk's story he decided to go to the shop in Hollywood Road and recovered the cloth sold to the first defendant. On arriving there with the purchasing clerk he was told that two men could not be admitted into the office at one time, so he left and reported the case at the Central Police Station. The first defendant said he had been in the Colony only one month, prior to which time he was in Shanghai. It appears, however, that other people who were victimized called at the police station yesterday to see the defendants, and the first was identified by one of the callers as the keeper of a sly brothel in Wai Ying Lane four months ago. Later on the same evening another native, who said he had been defrauded out of \$2,500 by the first and third defendants, appeared at the station and identified them. On that occasion the project of the defendants was to start a bank with a capital of \$40,000. This man took a sum of \$2,500 to the house to purchase a share in the proposed bank. He was informed that one of the shareholders of the Company was absent, and asked to await his return. As the absent member was rather long in putting in an appearance, a gambler was suggested, and according to the story of the man, the first thing he knew was that he was minus his \$2,500 and that he had also signed a promissory note, he thought for \$5,000.

The hearing of the case was adjourned until Friday. Mr. Otto Kong Sing appears for the prosecution, and Mr. Crowther Smith (of Messrs. Almda and Smith) for the first three defendants, whose bail was fixed at \$5,000 each. The fourth and fifth defendants must find a bail of \$1,000.

FIFTY YEARS AGO.

[Extracts from the "Hongkong Daily Press," of November 9th, 1857.]

We have been waiting in the quiet expectation of some steps being adopted by the holders of Marine lots, to resist the illegal demand that Sir John Bowring is bent upon exacting, by the imposition of a most exorbitant and unjust rental upon the ground reclaimed from the sea in front of such lots. We cannot for a moment suppose that the parties interested, mean to submit to an act of expropriation, little if anything short of actual spoliation, and which we feel sure that Sir John has no legal means of enforcing. Nevertheless we do not hear of any steps having been taken to resist the contemplated expropriation. It must be known to most of our readers, to many of them to their cost, that the holders of Marine lots have been served with notice, that from the 24th June last, they will be charged for all the ground they have reclaimed from the sea, at the uniform and arbitrary rate of £50 per annum of 10,899 feet of area. We propose to submit a few remarks on this subject, with the view of calling attention to the illegality and untenable nature of this impost, under the sure and certain conviction that, if a combined movement be made to resist, we may get rid of Sir John and his prays, squeeze and all.

Soon after Captain Elliot, the British Plenipotentiary, took possession of Hongkong and long before the British Government had either sanctioned the act, or determined upon retaining possession of it, he issued a *Public Notice* advertising a land sale, to take place on the 12th June, 1841. The following is an extract therefrom: "Notice is hereby given that a sale of the annual rate of quit rent of 100 lots of land having water frontage will take place on the 14th June, but only 34 lots sold, and even some of these were subsequently thrown up. Of course the lots which did sell, were the pick of the Central Marine lots. Yet the average of the sale of these lots, we understand, taken as the standard whereby to regulate this squeeze upon the ground reclaimed from the sea, 100 lots were offered, and if that sale is to be the guide for ascertaining the value of Marine lots, surely its product should be divided by 100 and not by 34. But will it be believed that the ground reclaimed from the sea, in front of some of the very lots that could find no purchaser at any price at the sale, above referred to, have been the picked lots? Yet so we understand the matter stands.

Now touching this sale, no deposit was required, no security demanded, no immediate outlay insisted on,—the man of straw could and did bid against the man of bricks, and so prices were run up.

CORRESPONDENCE.

AN EXPLANATION.

[TO THE EDITOR OF THE HONGKONG "DAILY PRESS."]—

Hongkong, 8th November 1907.

SIR,—As some misapprehension seems to have occurred in connection with the correspondence appearing in the local press of the reported proceedings at the recent annual meeting with regard to Mr. A. R. Lowe's non-election, we have pleasure in stating that Mr. Lowe was appointed auditor of the 1906 year's accounts during the absence of Mr. W. H. Rotte, and in view of the latter's expected return to the Colony before the 1907 accounts will be ready for audit, Mr. Lowe did not, as the report attached to the annual statement of accounts clearly shows, seek re-election.—We are, Sir, Yours faithfully,

JARDINE MATHESON & CO.
General Agents.

Bright eyes, pretty frocks, martial uniforms, and general happiness characterized the second fortnightly dance last night of the senior N. C. O's quadrille club at the R. E. Mess. Sgt. Maj. Wells as president; Q. Mas. Blake as secretary, and Mr. S. S. Weston as M. G. had the satisfaction of hearing everybody say what a successful entertainment it had been.

LATEST STEAMER MOVEMENTS.

The str. *Ocean Monarch* left Keelung on the morning of the 8th inst., and is due here to-morrow.
The N.Y.K. str. *Wakasa Maru* (European Line) left Singapore for this port on the 8th inst., and is expected here on the 16th inst.
The I.G.M. str. *Goeben* which left here on the 10th ult., arrived at Genoa on Thursday the 7th inst. at 6 p.m.



NOTICE.

AT GOVERNMENT HOUSE on Monday night 11th instant Private Chairs must be placed where directed by the Police. Public chairs engaged to wait must have a card with name of Hire.

All chairs not required to wait must pass out through the Lower Gate.
After 11 p.m. all chairs leaving must pass through the Foreh from East to West.

F. W. LYONS,
Captain Rupt. of Police
Hongkong, 8th November 1907.

HONGKONG GENERAL
CHAMBER OF COMMERCE.

Minutes of a Monthly Meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, St. George's Building, Hongkong, on Monday, 21st October, 1907, at 4 p.m. Present:—Hon. Mr. E. A. Hewett (Chairman), Mr. A. G. Wood, (Vice-Chairman), Hon. Mr. Henry Keewick, Messrs. A. Haupt, D. H. Law, G. H. McDermott, H. E. Tomkins and A. R. Lowe (Secretary).

PRIVATE MOORING BUOYS IN THE HARBOUR.
The following Correspondence was read:—
Colonial Secretary's Office,
6th August, 1907.

SIR,—I am directed to bring to the notice of the Committee of the Chamber of Commerce the following facts:

(1) The greater part of the available space in the Harbour is now taken up by private mooring buoys, of which 43 are now laid. Of these more than half are always unoccupied, and as no vessel can anchor in their vicinity, this means that more than half the Harbour is a constantly alienated from its legitimate use, and the out of the way localities are consequently overcrowded.

This condition has led to complaints on the part of owners, or their representatives, of vessels which have no private moorings.

(2) Various methods of dealing with this state of things have been suggested, but the obvious one of berthing vessels, belonging to owners who have no private moorings, at the unoccupied buoys, is that which commands itself to the Government as the best solution. It is therefore proposed to do so for the future, having due regard, however, to the prior right of owners of private moorings to the use of those moorings.

(3) In order that such rights shall be duly maintained, it is suggested, that the owners should notify the Harbour Master on any of their buoys becoming vacant, when they expect the arrival of another of their vessels to occupy it. The Harbour Master will then make arrangements for the buoy in question to be ready for such vessel, on arrival.

(4) In order to give effect to the above it is proposed to amend Table O (a) of the Merchant Shipping Ordinance in accordance with the enclosed draft rule. The fees would be collected by the lessees of the private moorings.

(5) I am to add that if your Committee desires to make any remarks on the above proposals, the Government will be glad to receive them at your early convenience.

I am, &c.,
(Sgd.) F. H. MAY,
Colonial Secretary.

Rule made by the Governor in Council under Section 28 of the Merchant Shipping Ordinance, 1889.

1. Table O (a) in the Schedule to the Ordinance is hereby amended by the addition of the following rule:—

(6) The fee payable by the master of any ship using by the direction of the Harbour Master any moorings and buoys not the property of the owner of such ship for the use of such moorings and buoys shall be at the rate of 2 cents per net registered ton per day with a minimum charge per day of \$5.00.

Hongkong Chamber of Commerce,
5th September 1907.

SIR,—I have to acknowledge the receipt of your letter of 7th ultimo (No. 65321-1905) relating to the question of permanent moorings in the Harbour and am directed by my Committee to reply in detail to the various questions raised in your letter under reply as follows:—

With regard to Section one of your letter under reply the Committee of the Chamber of Commerce accept the statement contained in the first paragraph of this section as correct and, without having verified the statement, presume that there are 43 private mooring buoys in the Harbour.

The next paragraph reading "of these more than half are always unoccupied and as no vessel can anchor in their vicinity this means that more than half the harbour is constantly alienated from its legitimate use and the out of the way localities are consequently overcrowded" appears to the Committee to be such an astonishing statement that in support of it some proof should have been brought forward.

The Honorable, The Colonial Secretary. I would therefore venture to ask that the return which must exist to justify such a statement and on which presumably it has been founded be placed before the Chamber of Commerce in order that the question may again be fully considered.

The Committee of the Chamber would further request that they be supplied with the names of owners, or their representatives, who have complained as to their inability to secure the use of moorings when required by their steamers, and would suggest that a return be furnished of these Agents and the occasions on which those complaints have been made.

If this is done, it will then no doubt be possible for this committee by making enquiries among the owners of permanent moorings to ascertain whether on the dates given moorings were available which might have been placed at the disposal of the complainants.

The Committee of the Chamber of Commerce includes several representatives of leading Shipping Companies and their experience is that it is of quite rare occurrence for them to receive any request from Agents of other Lines for the use of their moorings.

It should be needless to add that were such request received and the owners of the moorings were not in need of them for their own business they would be only too glad to place the moorings at the disposal of these asking for them.

It must be remembered that there are a certain number of vessels, chiefly engaged in the Pacific trade, which, owing to their great

length and weight, cannot make use of any of the fixed buoys and have consequently to moor in the Western and North Western section of the Harbour; while further there are a number of vessels of all sizes which find it more convenient for the purposes of loading or shipping cargo to anchor in the outlying parts of the harbour where they are nearer to the godowns to which, and from which their cargoes are handled. It therefore follows that many steamers and the consignees of their cargoes would be greatly inconvenienced if ordered to discharge at a particular buoy or point in the harbour e.g. Coal steamers to West Point and Rice Steamers to East Point would be rendered almost absurd. These trades are established in certain parts of the City and steamers are naturally anchored or moored in the most convenient situation contiguous to their shore facilities. Besides, if the Harbour Authorities are to have the power to order steamers here, there and everywhere about the harbour without consideration to the foregoing it will result in a heavy increase to the cost of boathire. Again, suppose a steamer is moored to a buoy under orders from the Harbour Master, and before finishing discharge has to be shifted because the owners of the buoy require it for one of his own vessels, this will mean delay in discharge and extra cost either to get up steam to shift, or the hire of a tug to do the work.

On the other hand there are great numbers of vessels of large tonnage, both mail steamers and others, which are constantly passing through Hongkong. These do not as a rule make Hongkong their terminus and frequently only remain here a few hours, but it is for this very reason that it is all the more necessary they should be sure in advance of a place to go to where their work can be carried out expeditiously and it was this necessity which gave rise to the system of private moorings.

Telegraphic communication is so widely established that a steamer's departure is invariably telegraphed from the last port of call and the Agents are thus informed at the least some 48 hours before her arrival here. This enables any one who understands his business to make arrangements in ample time for the berthing of his steamer prior to her arrival, should he desire to place her in any particular part of the harbour and to find out whether a permanent mooring belonging to another Company will be available during the time his vessel is in port.

It is quite true that for several days at a time certain moorings in the centre of the harbour may be vacant but these are required by vessels in special trades which in any case, though not mail steamers, run almost with the regularity of such a service and whose quick despatch is largely due to the fact that it is well known to the Consignees and Shippers also to the Commander in advance that the steamer moors to a certain buoy, the position of which they are all well acquainted with and on the more readily getting to the best advantage and make fast to immediately on arrival. This has only to be compared with the state of affairs that would ensue if they had to go searching all over the Harbour for their requirements to convince the Government that their propositions are unwise in the best interests of trade.

The Committee of the Chamber of Commerce are quite ready to admit that unoccupied buoys, if not required by their owners, should be placed at the disposal of those who have no private moorings, provided that this does not in any way interfere with their own business.

With regard to the suggestions contained in the third paragraph of your letter the Committee absolutely dissent from the proposal which, in their opinion, will only lead to great confusion and difficulty in carrying out the shipping business in this Harbour.

The Committee of the Chamber have yet to be satisfied if there is any real cause for complaint as to the existing state of affairs and in the absence of such proof consider that the proposal, while entailing a great deal of extra work on the Harbour Department and on the moorings' owners, will at the same time introduce a very serious factor of uncertainty into the movements of vessels arriving here which cannot but result in heavy loss to steamer and cargo owners and may result at times in serious accidents.

It is doubtless within your knowledge that this question has been mooted on more than one occasion between the officials in the Harbour Office, and it is understood that the present Harbour Master has desired this radical change for some years past but his two predecessors, under whom he served, were not persuaded that his views were correct in the best interests of the port. It would therefore seem natural to conclude that the former heads of the Harbour Department and the Shipping Community cannot be mistaken and the present Harbour Master right in his policy. The Committee of the Chamber therefore urge the Government to leave well alone.

The Committee altogether oppose the proposed alteration in Table C of the Merchant Shipping Ordinance and trust that after full consideration of their arguments His Excellency the Governor will not sanction a change which, in their opinion, cannot but seriously handicap the shipping trade of the Port.—I have etc.

(Sgd.) A. R. LOWE,
Secretary.

Colonial Secretary's Office,
16th September, 1907.

SIR, I am directed to acknowledge the receipt of your letter of the 5th instance, and to inform you that the question of making leased moorings in the Harbour available to vessels other than those of the lessees will receive further and very careful consideration before any action is decided on.

I am, &c.,
(Sgd.) F. H. MAY,
Colonial Secretary.

The Secretary, Chamber of Commerce.

BRUSSELS INTERNATIONAL SUGAR
CONVENTION.

The following letter was received from the Government:—
Colonial Secretary's Office,
9th August, 1907.

SIR,—Referring to previous correspondence, I am directed to forward for the information of your Chamber a copy of a Despatch addressed by Sir Edward Grey to His Majesty's Minister at Brussels on the subject of the admission of His Majesty's Government to the International Sugar Convention of the 5th March, 1902.

I am, &c.,
(Sgd.) F. H. MAY,
Colonial Secretary.

The Secretary,
Chamber of Commerce.
Copy, Despatch to His Majesty's Minister at Brussels respecting the International Sugar Convention of 1902.

SIR EDWARD GREY TO SIR A. HARDING.
Foreign Office,
June 1, 1907.

SIR,—His Majesty's Government have had under consideration the question of the steps it will be necessary for them to take with regard to the participation of this country in the Sugar Convention when the date arrives on which it will be possible for any of the Contracting States to give a year's notice to retire from the Convention under the provision of Article X of that Instrument. In considering this matter, they have naturally felt themselves bound to give the greatest weight to the interests of consumers and producers in the United Kingdom, and the British Colonies, but, subject to this paramount consideration, they have desired to give proper weight to the circumstances and possible wishes of the other Contracting States.

His Majesty's Government have come to the definite conclusion that the limitation of the sources from which sugar may enter the United Kingdom, whether by prohibition, or by the imposition of countervailing duties, is inconsistent with their policy, and incompatible with the interests of British consumers and sugar using manufacturers, and that consequently it will be impossible for them to continue to give effect to the provision of the Convention requiring them to penalize sugars declared by the permanent commission to be bounty-fed.

At the same time His Majesty's Government have no desire that there should be a revival of sugar bounties or of sugar trusts or cartels, dependent on the existence of a high protective tariff, which are now prohibited under the Convention. Nor is there any desire or intention on their own part that any bounties on the production or exportation of sugar shall be given in the United Kingdom or in the Sugar Exporting Crown Colonies, or that any preference shall be given to Cane as against beet sugar, or to Colonial sugars as against the Sugars of the Contracting States on importation into the United Kingdom or the Crown Colonies. The President of the Permanent Sugar Commission at Brussels, having very courteously tendered to the British Delegates two good offices of the Belgian Government in regard to any discussions which might take place concerning the termination or prolongation of the Convention, I have thought it desirable to request you without loss of time to bring the foregoing considerations to the notice of the Belgian Government, with a view to their communication to the Governments of the Contracting States.

Should these Governments come to the conclusion that the wishes and intentions of His Majesty's Government, as indicated above, can only be realised by the complete withdrawal of this country from the Convention, His Majesty's Government will be prepared to give the necessary notice of the first possible date.

It is, however, possible that in the special circumstances of the case, the other contracting states might judge it to be preferable to accede to the United Kingdom, by a Supplementary Protocol, a special exemption from the obligation to enforce the penal provisions of the Convention. They might be the more disposed to take this course inasmuch as such an exemption would be unlikely, at all events, for a considerable period to have any material effect of a prejudicial character upon the export trade of sugar from any of the Contracting States. You should point out that it has already been found that the special circumstances of a particular contracting state make it desirable that it should be exempted from certain stipulations of the Convention. Thus, to Italy, to Sweden and Switzerland there have been accorded special exemptions from the stipulations of the Convention that were not appropriate to the conditions of the trade of those countries.

In the event of the Contracting States agreeing to take the course indicated above, His Majesty's Government would be prepared to abstain for the present from giving the notice of withdrawal, which they would otherwise feel it their duty to give on the 1st September next.

Should the Belgian Government be willing to exert their good offices in this behalf, I have to point out that, in view of the meeting of the Commission fixed to take place on the 6th instant, it would be desirable that communications should be addressed to the Contracting States as soon as possible.

Hongkong Chamber of Commerce,
26th September, 1907.

SIR,—I have to acknowledge the receipt of your letter of the 9th ultimo (No. 3936/1906) enclosing for the information of the Committee, a despatch addressed by Sir Edward Grey to His Majesty's Minister at Brussels on the subject of the admission of His Majesty's Government to the International Sugar Convention of 5th March, 1902.

The Committee of this Chamber desire to convey their thanks to the Government for kindly placing this despatch before them.

I have &c.,
(Sgd.) E. BERT A. HEWETT,
Chairman.

The Honourable, The Colonial Secretary.

QUARANTINE IMPOSED ON SHANGHAI BY
HONGKONG.

Shanghai Chamber of Commerce,
Shanghai, 6th September, 1907.

The Secretary,
Hongkong General Chamber of Commerce
Hongkong.

DEAR SIR,—My Committee learn through H. B. M. 's Consul that the Hongkong Government has enforced quarantine against Shanghai, owing to the prevalence of cholera.

I am directed to ask you, on behalf of this Chamber, to protest against this imposition, and to point out that the action of the Hongkong Government seems premature owing to the endemic nature of the disease.

The number of cases reported to the Health Officer is as follows:—
184 cases during the week ending 18th August.
156 cases do. do. 25th August.
144 cases do. do. 1st Sept.
This, out of a population of some 510,000 Chinese and 13,700 Non-Chinese.

The Health Officer in his report for the month of August points out that the outbreak was chiefly among the poorer classes of the population and specially marked among the Kowloon people in the Li Hoakw district. These people living on the poorest food are particularly noticeable as the occupants of beggar boats and reed hovels beyond the boundary of the Settlement. It is probable that cholera is endemic in these places and only requires the necessary conditions of heat and moisture to produce an outbreak of the disease.

As mentioned above the outbreak was chiefly among the poorer classes who are beyond the Settlement limits; it would therefore, seem highly improbable that they would be among the travelling public going South.

I am, &c.,
(Sgd.) J. D. CANNING,
Secretary.

Hongkong Chamber of Commerce,
27th September, 1907.

SIR,—I have to acknowledge receipt of your letter of 6th instant protesting against the imposition of quarantine against Shanghai by the Hongkong Government on the ground that cholera is reported to be prevalent at your Port.

The Committee of this Chamber was glad to receive your letter as it supported a protest already made by the Chairman against this quarantine being imposed and have forwarded a copy of your letter to the Hongkong Government.

I have the honour to be, &c.,
(Sgd.) E. BERT A. HEWETT,
Chairman.

The Secretary, Shanghai Chamber of Commerce.

Hongkong Chamber of Commerce,
27th September, 1907.

SIR,—I beg to inform you that the Shanghai Chamber of Commerce has written to this Chamber protesting against the imposition of quarantine against Shanghai on account of the alleged prevalence of cholera at the latter port. I now enclose copy of the Shanghai letter for the information of His Excellency and would beg to point out that the reasons brought forward by the Shanghai Chamber in support of their arguments against the action of the Government in declaring Shanghai an infected port appear to this Committee as reasonable and worthy of consideration.

I have now the honour to request that this correspondence be laid before His Excellency, who I trust on further consideration of the question will in the interests of trade agree to withdraw the regulations now imposed against steamers arriving from Shanghai.

I have &c.,
(Sgd.) E. BERT A. HEWETT,
Chairman.

The Honourable, The Colonial Secretary.

Shanghai Chamber of Commerce,
Shanghai, October 10th 1907.

The Chairman,
Hongkong General Chamber of Commerce
Hongkong.

SIR,—I am instructed by my Committee to acknowledge receipt of your letter of the 27th inst. and to convey their best thanks for forwarding copy of our letter to the Hongkong Government.

The total number of deaths from cholera since I wrote last has been as follows:—
For week ending 8th September 50
Do. 15th " 41
Do. 22nd " 20
Do. 29th " 7
Do. 6th October Nil

From the above figures it would appear that the disease is again stamped out, and I have to say to you to be good enough to further protest against the action of the Hongkong Government in imposing quarantine restrictions against this Port.

Again thanking you for your support in this matter, I am, etc.,
(Sgd.) J. D. CANNING,
Secretary.

[The remainder of the correspondence relates to the opium business, and is unavoidably held over.]

THE CHINESE POSTAL QUESTION.

JAPANESE PROTEST.
The Chinese Government has started another anti-Japanese movement in regard to the postal question. As already reported in these columns, says the Japan Advertiser, China suddenly without any previous warning refused to carry Japanese mails over her railways. Acting under instructions from the Tokyo Government, Mr. Abe, Chargé d'Affaires in Peking, under date of October 23rd requested the Chinese Government to grant two weeks' grace for the suspension of delivery of the same, to which suspension China consented. The following day Mr. Abe also addressed a note to the Peking Government, in which he strongly condemned China for the abrupt suspension of the delivery of Japanese postal matter and proposed that such unlawful action should not be repeated until the settlement of the affair. No answer has yet forthcoming from China in respect to the matter.

On the other hand, China has last proposed, on the Chinese postal matter, for Europe via the Peking-Mukden, the South Manchurian, the Chinese Eastern and the Siberian railways must not be handled by Japanese post offices in future but be forwarded direct to its destination and also that in the event of Japanese postal matter being conveyed over the Peking-Mukden railway changes must be made in freight rates and the character of cars in which the same is carried. It is stated that Japan will make concessions in settling the question.

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A POPULAR CHINESE CONSUL.

Mr. Sun Shih-ting, ex Consul-General for China in Singapore, left by the P. and O. steamer "Devanha" for China on October 26th. He embarked on Friday afternoon, because he had received information that scholars of the different Chinese schools would go to the wharf to bid him farewell.

A large number of the leading Chinese merchants and heads of different clans could be seen on board. Mr. T'ao Ping-lung, the present Consul-General, also put in an appearance. Chinese Captains and Lieutenants from the neighbouring Dutch islands, and representatives of different Chinese guilds from the Federated Malay States purposely came to Singapore to bid adieu to Mr. Sun, and all of them were entertained with refreshments.

At about 4 o'clock, the scholars of the Cantonese, Teochew and Kall schools (from more children of six to kids of about sixteen years of age) marched down to the wharf. Each school had a distinct uniform for its scholars. There were two standard bearers for every school, one carrying the national flag of China, and the other the school banner. It was interesting to watch the little boys marching time in a soldierly manner. Each school took up its position at a different part of the wharf, and the boys formed a double row, and saluted the ex-Consul General as he walked past them.

Mr. Sun was the recipient of many souvenirs from the different Chinese clans of the Straits Settlements, Federated Malay States, Dutch India, and Burmah. The Chinese of the F.M.S. presented him with an address on a silver scroll, with letters in solid gold. Nothing is esteemed so highly as the silk mandarin umbrellas, called in Chinese the Wan Min Shan, meaning the Ten thousand subject's umbrellas, which the Singapore Chinese gave him. In China, this article is only presented by the mandarins, and it is seldom that one gets it.

It was Mr. Sun who requested the local government to do away with the regulation (which was disgraceful in Chinese eyes) by which every deck passenger from China had to undergo, stark naked an examination by the Government Doctors before being allowed to land, and it was through his exertions, also, that the Chinese merchant in Singapore established the numerous Chinese Schools on modern lines.

The Anti-Opium Society in Singapore owes its existence to him. He started the movement on a small scale, in Japan Street, to cure opium smokers of that bad habit, at his own expense. After the unsuccessful charge of assault and misconduct made by two Chinese women against a Sikh watchman at St. John's Quarantine Station last year, and after receiving complaints made to him by the passengers quarantined there, he requested the Governor, Sir John Anderson, who has a great sympathy for law-abiding Chinese, to give ear to their complaints, with the result that a dozen prominent Asiatic merchants were appointed by the Government as visiting members to the Quarantine Station.

Mr. Sun drew the attention of the ex-Viceroy of Kuangtung (His Excellency T'ou) to the fact that certain gangs of Cantonese there deceived and enticed people to emigrate to the South Seas, where they were sold or forced to work as slaves on plantations in certain islands. Some culprits were severely punished.

If ever there came to Singapore a Consul-General for China, who took such a deep interest in the welfare of the Chinese people, it was Mr. Sun Shih-ting. Never in the history of Singapore, since the late Mr. H.A.K. Whampoa, C.M.G., became the first Consul, was a Chinese Consul so much respected and so well spoken of as Mr. Sun. He leaves Singapore with all the best wishes of his compatriots for his future career. He is a native of Choh Kiang Province. A responsible vacancy awaits him in China, but he will not take up his new post till after the burial of his mother, who died last year. His younger brother is now Consul General for China in San Francisco.—Straits Times.

THE INDIAN "CROWN AGENTS."

R. W. D. CONTRACTS FOR LARGE WORKS.

Under the existing rules of the Public Works Department, when any work involving the use of articles of European manufacture to a large extent is undertaken it is obligatory on the department to obtain such articles by indent on the Director General of Stores, India Office, London. Some three years ago, as far as we are aware, a proposal was made that the Indian Government should be permitted to enter into contracts with local firms of recognised standing for the entire construction of large buildings or other works, including the supply of materials of European manufacture required in the structure; but we have never heard what became of this proposal. It cannot certainly have been effected, because we know that Public Works officers are still required to indent on the Director-General of Stores for such stores for their large works. We imagine that the India Office Stores Department have trotted out their old time-worn argument that it is more economical to purchase through the agency of that department. We seriously hope that the Indian Government will not detest themselves into believing that the present system tends to the economy of the present system, that it is a common thing in India economy. It is a large building to be hung up for weeks—nay, months—because the steel girders, or joists or other articles intended for over a twelve month previous, have not arrived. Then it sometimes happens that the design of a building has to be unavoidably altered, thereby rendering the materials intended for useless for the work for which they were obtained. Then again there are the contractors' claims for suspension of losses incurred on account of suspension of work.

When anyone attempts to speak of the economy of the present system, these unfavourable aspects of the system are generally ignored; they are all important in comparing the relative cost of the two systems.

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As to the fear expressed by some of the advocates of the India Office system that the employment of firms in India for the supply of articles of European manufacture may lead to inferior articles being palmed off on the Engineers in charge of the work, we really think that this is the flimsiest pretext altogether for endeavouring to condemn the proposed change in the system. Surely the employment of firms of standing, of whom there are several in India, would in itself be a guarantee against the supply of inferior articles, but it ought not to be a matter of insuperable difficulty for the Indian Government to enforce tests which would absolutely guard against the risk of inferior stores being used; in fact such tests already exist for articles manufactured in India from imported raw material.

We consider that the sooner the present system is quashed the better it will be for the welfare of the Indian Government, who should not allow the Stores Department of the India Office, who are not interested to frustrate them in their endeavours to introduce a much-needed and much desired change in the system of executing large works.—Indian Dr. Engineering

MORE HUMBUNG.

Lecturing on the Philippines before the Yokohama Literary Society, the Rev. C. W. Briggs remarked that the archipelago was "nearly as large as the Japanese empire before the annexation of Saghalien, Formosa, Korea, and China, and possibly England." This was Mr. Briggs' little joke, or else a slip at the Treaty of Alliance. But he was apparently in earnest in a subsequent remark, when he affirmed that—

"The Philippines were the only colony in the world founded with a definite purpose—to colonise the islands in the interests of the people and settle them free as soon as they are able to stand alone. He did not think any such statement could be made in reference to the Japanese colonising efforts in Korea or of the colonising efforts of any other Power."

Probably not, but it is true with regard to America? Admiral Dewey took Manila because the United States was at war with Spain. The Philippine insurgents were assisted because the United States was at war with Spain. It was only when the insurgents became native at the protracted American occupation that annexation was voted upon, and the impelli motive with those who, against strong opposition from many eminent Americans, eventually brought about annexation was scarcely the interests of the people so much as the idea of expansion of empire. The "definite purpose" which Mr. Briggs discovers is not supported by facts in the case of American extension of territory any more than in that of Japan, or of England, or of Russia. Altruism has not yet entered the domain of international politics.—Japan Chronicle.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter, THE MANAGER.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 9th November, 1907. 1792

IN THE MATTER OF THE Patents Ordinance 1892 (2 of 1892) and

IN THE MATTER OF AN Application by the "Z" ELECTRIC LAMP SYNDICATE, LIMITED, of 20, St. Helen's Place, London, E.C., England, for an invention consisting of "IMPROVEMENTS IN THE MANUFACTURE OF FILAMENTS FOR INCANDESCENCE ELECTRIC LAMPS."

NOTICE IS HEREBY GIVEN that the Petition, Declaration and Specification required by the above mentioned Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the above-named "Z" ELECTRIC LAMP SYNDICATE, LIMITED, by Denny & Bowley, their Solicitors, to apply for LETTERS PATENT for the exclusive use within the Colony of Hongkong of the above-named invention, at a sitting of the Executive Council to be held at the Council Chamber on MONDAY, the 18th day of November, 1907, at 2.30 p.m.

Dated the 8th day of November, 1907.

DENNY & BOWLEY,
Solicitors for the Applicants.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On SATURDAY, the 16th November, 1907, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

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HUGHES & HOUGH,
Auctioneers.

Hongkong, 9th November, 1907. 1794

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAMWUT" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,
Agents.

Hongkong, 8th November, 1907. 7

MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's Justices of the Peace will be held at the Magistracy, at 2.15 p.m. on TUESDAY, the 19th November, 1907, for the purpose of considering the following application under the Liquor Licences Ordinance, 1898, (Ordinance No. 8 of 1898), viz:—

From one CHAN HONKAY for an Adjunct Licence to sell by retail intoxicating liquors on premises numbered 13, Queen's Road Central, under the sign of "THE CONNAUGHT HOTEL."

F. A. HAZELAND,
Police Magistrate.

Hongkong, 8th November, 1907. 1796

JUST RECEIVED

A VARIED ASSORTMENT OF FINE JAPANESE CHRISTMAS CARDS AND ARTISTIC CALENDARS FOR 1908.

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I. NAKAZAWA,
Japanese Curio Store,
No. 7, D'Aguiar Street.

Hongkong, 8th November, 1907. 1797

INTIMATIONS

BANK HOLIDAY.

IN accordance with the Government Notification No. 725, THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-DAY (SATURDAY), the 9th November, the anniversary of the BIRTHDAY of His Most Gracious Majesty King EDWARD VII.

Hongkong, 5th November, 1907. 1798

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-DAY (SATURDAY), the 9th November, the Anniversary of the BIRTHDAY of His Most Gracious Majesty King EDWARD VII.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 6th November, 1907. 1778

TROOPS GOING HOME.

THE CHAPLAIN to the Forces would be glad to receive Magazines, Illustrated Papers or Books for the use of the Troops going Home on the "SCILLA," a postcard addressed to him at Headquarters Office will ensure parcels being forwarded or they may be sent to Chaplain's Rooms, Fletcher Street, any morning.

Hongkong, 6th November, 1907. 1779

SWATOW DRAWN WORK COMPANY.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c.

Hongkong, 19th October, 1907. 1685

NOTICE.

A new Contractor's Shop having been opened under the style of "HOP HING CHONG & CO." in the same street as ourselves, we respectfully beg to ask our Customers to kindly address any order or other communication intended for us to No. 45, Graham Street.

HOP HING CHONG,
Builder & Contractor.

Hongkong, 21st October, 1907. 1689

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling and Six Pence per share free of tax has been declared by the Directors of the above Company, thus making a total of 15% for the year ending 28th February, 1907. Coupon No. 6, is payable on 2nd November at the Chartered Bank of India, Australia and China, and the Bank of China and Shanghai.

SHEWAN, TOMES & CO.,
Agents,
CHINESE ENGINEERING & MINING CO., LTD.,
Hongkong, 31st October, 1907. 1745

THE KWONG TUNG MERCANTILE ADMINISTRATION OF THE YUE-TAN RAILWAY CO., LD., CANTON.

NOTICE.

THE PUBLIC is hereby informed that Regulations for the Company's New Regulations for Tenders, samples must be submitted for each article as follows: Ropes, Sleepers, Bolts, Nuts &c., &c. Heavy Goods such as Locomotives, Cars, Engines &c., &c., excepted. Samples must be submitted in duplicate, one to be deposited at the Company's Store House, and the other sent to the Company's Head Office. On arrival of goods a deputy will be sent to inspect same.

The Public is further informed that it is strictly prohibited to pay any Commission or Remuneration whatever to any Member of the Company's Staff in connection with any Tender or Purchase.

WONG CHIU PING,
Vice-President.
Canton, 1st November, 1907. 1765

WANTED.

A PORTUGUESE GENTLEMAN, experienced in Sale of Beverages.

Apply with references to—
T. S.
Care of "Daily Press" Office.
Hongkong, 25th October, 1907. 1709

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—
B. B.
Care of "Daily Press" Office.
Hongkong, 18th November, 1907. 11343

TRANSLATED NOVELS (some illustrated, with sample Photos; catalogues free, or with sample, 2/6, (letter postage).—A. DE SAILLE, 20, Rue de la Michodière, Paris, 1384

NOTICE IS HEREBY GIVEN that MESSRS. BARRETT & CO. of No. 3, Queen's Buildings, Victoria, Hongkong, have on the 6th day of September, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Mark:—

"A hand with the thumb pointing upwards holding a scroll" in the name of BARRETT & CO., who claim to be the Sole Proprietors thereof. The Trade Mark is intended to be used by the applicants forthwith in respect of the following Goods:

RICE IN CLASS 42.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 8th day of October, 1907.

D. PALMA & SMITH,
Solicitors for Applicants.

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERLAND TRADE REPORT. Subscription, paid in advance, \$12 per annum. Postage 3/2 to any part of the World.

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.,
Hongkong, 13th August 1906. 29

NORTH BRITISH AND MORGAN TIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1906: £17,537,119.

1. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 637,500 0 0
II. FUND... £3,386,720 10 0

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1461

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 1114

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke, Importers. General Storekeepers and Commission Agents. 35 & 37, King Loong Street, (1st Street West of Central Market.) Telephone No. 515.

PHOTOGRAPHER.

M. MUMFAY, JAPANESE ARTIST.
Paints and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.
Good Panorama Views of Hongkong, recently taken, on sale.

PRINTING.

"DAILY PRESS" OFFICE.
Proofs read by Englishman.

TYPEWRITER.

F. A. V. EISEIRO,
Typewriting, Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. Late of the Hongkong Typewriting Bureau) 10, Queen's Road Central (First-floor).

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

W. P. LARSEN, Manager.
Hongkong, 18th November, 1907. 47

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 1444

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 1540

MITSU BISHI DOCKYARD AND ENGINE WORKS, YAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C., and Engineering Code Use NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... 722 feet
Length on Blocks... 714 "
Width of Entrance on Top... 961 "
Width of Entrance on Bottom... 881 "
Water on Blocks at Spring Tide 341 "

DOCK NO. 1.

Extreme Length... 523 feet
Length on Blocks... 515 "
Width of Entrance on Top... 59 "
Width of Entrance on Bottom... 7 "
Water on Blocks at Spring Tide 61 "

DOCK NO. 2.

Extreme Length... 371 feet
Length on Blocks... 35 "
Width of Entrance on Top... 68 "
Width of Entrance on Bottom... 58 "
Water on Blocks at Spring Tide 22 "

EATENT SLIP.

Suitable for vessels up to 1,000 TONS.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES for undertaking BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES) equipped with necessary gear, always ready for Short Notice.

ENTERTAINMENTS

"AL FRESCO FETE."

In aid of the funds of the SOCIETY OF ST. VINCENT DE PAUL to be held in the Compound of the Roman Catholic Cathedral TO-MORROW (SUNDAY), 10th November, 1907 from 9 P.M. to 11 P.M.

Admission FREE. Tickets, which entitle the holder to a Souvenir on its presentation at the Sovereign Pavilion on the evening of the FETE only.

Tickets can be obtained from TO-DAY at Messrs. GRACE & CO., Hongkong Hotel Stall at the Roman Catholic Compound on SUNDAY, the 10th inst. from 9 A.M. to 7 P.M. and at the Gate on the night of the FETE.

Hongkong, 2nd November, 1907. 1756

THEATRE ROYAL, HONGKONG.

Under the Distinguished Patronage of Their Excellencies, the Governor and Lady Lugard.

THE GRAND SCOTTISH PLAY

ROB ROY

WILL BE GIVEN BY THE KOWLOON DOCK AMATEUR DRAMATIC CO.

IN THE CITY HALL, SATURDAY, November, 16th at 9 P.M.

Tickets: Dress Circle... \$3
Stalls... \$2 & \$3
Pit... \$1

Booking at Messrs. S. MOUTRIE & Co., Proceeds in Aid of the Y.M.C.A.
Hongkong, 7th November, 1907. 1783

BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"
2 & 4 KENNEDY ROAD.
Hongkong, 9th February, 1907. 1530

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Free View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road (late of "Tang Yuen").
Hongkong, 27th June, 1905. 149

TO LET.

A 9 ROOM HOUSE, with Tennis Lawn and out-houses. Good view of the harbour. 10, Macdonnell Road. Apply to—

Dr. HO KAI, Barrister-at-Law,
Des Vaux Road.
Hongkong, 16th October, 1907. 1684

TO LET.

UPPER Level, TWO ROOMS, in private family. Tennis Court.

For particulars apply to—
E. H. L.
Care of "Daily Press" Office.
Hongkong, 29th October, 1907. 1735

TO LET.

GROUND FLOOR of No. 4, Des Vaux Road including a Strong Room and servants' quarters.

Apply to—
DAVID SASSOON & Co. LTD.
Hongkong, 9th October, 1907. 1633

TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue Kowloon.

Apply to—
HEWAN & CO.,
Care of China Merchants S. N. Co.
Hongkong, 1st October, 1907. 1590

TO LET.

NO. 4, QUEEN'S GARDENS—7 Rooms and 4 Bathrooms, lately colour-washed, painted and repaired throughout. Electrical fittings, &c. can be taken over at a valuation.

Apply to—
H.
Care of DAWSON, RAM & GIBBS.
Hongkong, 5th November, 1907. 1769

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon. Cheap Rental.

Apply to—
SPANISH PROCUATION.
Hongkong, 18th October, 1907. 1677

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—
SECRETARY,
A. S. WALSON & Co., Limited.
Hongkong, 23rd April, 1907. 1800

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st November, 1907. 192

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.

Apply to—
E. D. SASSOON & CO.,
Comptrollers Department.
Hongkong, 22nd August, 1907. 1352

TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—
JARDINE, MATHESON & Co., LTD.
Hongkong, 21st October, 1907. 1690

TO LET.

TO LET.

TANG YUEN BA and 18a, Macdonnell Road, two storied Houses with Bathrooms, &c., at moderate rental.

Apply to—
WING CHEONG CHAN,
3 Connaught Road West.
Hongkong, 16th October, 1907. 1682

TO LET.

IMMEDIATE POSSESSION.

GODOWNS Nos. 95, 96, 97 and 101, Praya East.

Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 20th June, 1907. 1089

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, Zetland Street, No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 9th October, 1907. 94

TO LET.

TWO GODOWNS, No. 7, Wanchai Road, and No. 8, Praya East, at moderate rental.

Apply to—
WANCHAI GODOWN CO.,
Wing Cheong Chan, Agent,
3, Connaught Road West.
Hongkong, 2nd November, 1907. 1683

TO LET.

NOS. 2 and 5 Observatory Villas, Kowloon. Moderate Rental. Tennis Court and Electric Lights.

Possession 1st November, 1907.

Apply to—
ARRATTON V. APCAR & CO.,
43, Wyndham Street.
Hongkong, 5th October, 1907. 1620

TO BE LET OR SOLD.

WITH POSSESSION FROM 1st JUNE—IN WANCHAI ROAD.

GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—
Care of "Daily Press" Office.
Hongkong, 3rd May, 1907. 870

TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number, beside kitchen, pantry, bathroom, servants' quarters etc. Very moderate rent. Immediate possession. Apply to—

MALARIA & FEVERS.

Owing to its easy absorption, LEMCO is of great value in fever cases. Doctors recommend it by itself and mixed with milk. LEMCO has proved over and over again to be the only food a patient could retain, and we have letters from numbers who have practically lived on it till strength to digest more solid food returned. It is absolutely pure and safe.

KEATING'S

LOZENGES

CURE THE WORST COUGH

SOLD IN BOTTLES EVERYWHERE.

London Buying Agents

At We offer you our services as buying agents for British or Continental goods. Established firms, but thoroughly up-to-date, our success is obtained by making our customers' interests our first aim. Five expert buyers, with capable staffs, manage different departments, buying with greatest care every class of goods, giving our customers all the advantages of wide experience, and ensuring their requirements being rightly supplied at lowest prices and best discounts.

HEYMER, SON & CO.

Whitcliffe, London, W.C.2.

Representatives, "Keweenaw, London," 1888, 1890.

A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should test the value of Clarke's Blood Mixture, the world-famed Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it professes to do—it cures skin and blood diseases PERMANENTLY.

Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCROFULA, SCURVY, ECZEMA, BLOOD POISON, ULCERS, SKIN AND BLOOD DISEASES, AND SORES OF ALL KINDS.

NOTE. This mixture is pleasant to the taste and warranted free from anything injurious to the most delicate constitution of either sex, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value. Thousands of wonderful cures have been effected by it.

THIRD MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE. Mr. F. R. Lewis, 48 Bridge Street, Bow, Chester writes:—"Just a line in favour of Clarke's Blood Mixture. I had eczema for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful 'Clarke's Blood Mixture.'—Jano 31, 1907.

Sole by all Chemists and Patent Medicine Vendors throughout the World.

ASK FOR CLARKE'S BLOOD MIXTURE

and beware of worthless imitations and substitutes.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 8th November, 1907.—There has been more activity in our market during the past week, and a variety of stocks have been dealt in almost wholly for investment purposes. Rates in some cases show a further improvement, and others steady with advancing tendency. Exchange on London closes at 2/4 1/2, and on Shanghai at 74 1/2. The Bank of England rate of discount has been raised to 7 per cent, and Barsiliv is quoted in London at 27-9/16d. per ounce.

BANKS.—Hongkong and Shanghai (old) have been the medium of further business at \$650 at which the market closes steady. The new issue is procurable at \$55, offers of a lower rate however, meeting with no response from holders. London quotes 275 and 273 for the old and new issues respectively.

MARINE INSURANCES.—Unions continue steady at \$750, and China Traders at \$90, the latter with buyers. North China have improved to 74 1/2 with buyers after a sale at 74 1/2. Yangtze are weaker in the north with sellers at \$165, which rate we follow in the absence of local business. Cautions are quiet at \$270.

FIRE INSURANCES.—Hongkong have advanced to \$310 at which sales have been effected, and there are further buyers. China have been booked at \$27, and close in request. SHIPPING.—Hongkong, Canton and Mesopotamia have been freely dealt in at \$24 1/2, \$29 1/2, \$30, and \$31 1/2, market closing with some sellers at the latter rate. Other stocks in this section have not attracted attention during the interval, and quotations are without change.

RESINERIES.—China Sugars are weak with sellers at \$103. Lanzas are unchanged and without business.

MINING.—Rauha have been booked at \$91, but close somewhat easier with reported sellers at \$89. Charbonnages are still in request at \$470.

DOCKS, WHARVES AND GODOWNS.—Hongkong Wharves and Godowns, after sales at \$103 and \$102, have weakened and are procurable to some extent at \$100. Hongkong and Kowloon Wharves are unchanged with probable sellers at \$67, and New Amoy Docks at \$11 with sellers. Shanghai Docks are firm at 74, and Shanghai and Hongkong Wharves at the improved rate of 74 1/2, the latter with buyers in the North.

LANDS, HOTELS & BUILDINGS.—Humphrey's Estates have been booked at \$103, and more shares are procurable. Hongkong Lands continue on offer at \$95, and Kowloon Lands at \$38. Hongkong Hotels are still in request at \$100.

COTTON MILLS.—Quotations are unchanged, and there is no business to report in this section.

MISCELLANEOUS.—China Braces have improved to \$101 with sales and buyers. China Provident have been booked at \$91 closing with probable sellers at the rate. Green Island Cement are steady at the closing rate of \$11 1/2 after sales at that rate and \$11 1/2. Union Water Boats are on offer at the reduced rate of \$11. Watkins and Powells can be placed at quotations.

"THE HOME OF BOVRIL."

No fewer than 27,000 invitations were issued for the annual reception at the Bovril Esolory, Old Street, London E.C. which took place on the 25th and 26th September. The Chairman, The Earl of Bessborough, C.V.O., C.B., and the Directors of the Company were present and amongst others may be mentioned Members of the Privy Council, various Members of the House of Commons, and representatives of public institutions, and General Sir William Wilson, K.C.M.S. The visitors were conducted in parties up the marble stairs into the "home of Bovril" which is a veritable palace, and as regards cleanliness and brightness it is safe to say there is not another factory in London that can compare with it. The beautiful polished white tile throughout the building and the clean concrete floors, together with the free circulation of air and the abundance of light went far to explain the healthy appearance of the busy factory hands, all of whom have to pass a medical examination. The raw materials were shown in exactly the same form they are received from the carefully supervised factories in our various Colonies and the River Plate, where the healthiest prairie-fed cattle are plentiful. Emphasis was laid upon the fact that Bovril is all beef. Then came the splendidly equipped laboratories where much interest was taken in the delicate instruments and medical appliances with which the research work is done. All the raw materials are subjected to repeated analyses; every batch is examined, and frequent analyses of the finished product are made before leaving the premises. The whole process of manufacture, not only of Bovril, but also of the Company's specialities such as "Vital", "Invalid Jelly", "Bovril Beef Jelly", "Meat Juice", "Kado", "Cocoa and Chocolate." The impression left upon all those who attended, was the care taken during the process of manufacture to ensure the absolute purity and standard good quality of Bovril. During the whole process of manufacture, Bovril is never once touched by hand, everything being done by specially prepared machinery.

CHURCH SERVICES.

ST. PETER'S CHURCH, Queen's Road, West—24th Sunday after Trinity. Holy Communion 7.30 a.m. Morning Prayer 11 a.m. Venite, Farrant; To Dean, Russell; Benedictus, Troutbeck; Hymns, 37, 38, 596 and 570. Evening Prayer, 6.30. Magnificat, Garrett; Nunc Dimittis, Macdurean; Hymns, 11, 35, 595 and 581. The Church launch, departing, will call on ships carrying white crews, to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6), returning afterwards. All the sittings are free and unappropriated. Visitors welcome. Books, 4s. provided.

UNION CHURCH, Kennedy Road. Sunday 10th November, 1907. Minister—Rev. C.H. Fiddling. 11 a.m.—Worship, Psalm 100; Hymns, 17, 227, 27 and 18. 4 p.m.—Sunday School at Union Church, in British School Kowloon, and at Quarry Bay. 6 p.m.—Worship, Hymns 12, 199, 210, 193 and 61. Thursday 9 p.m.—Literary Club. St. Andrew's, Kowloon.—(Kowloon Road, near British School.) Sundays—Holy Communion 1st and 5th Sundays in month at noon; 2nd and 4th Sundays at 8 a.m.; 3rd Sundays at 7 p.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon at 6 p.m.; Children's Service (and Baptisms, if necessary) on 3rd Sundays, at 3 p.m.; Sunday School at 3 p.m. on remaining Sundays. Wednesday.—Shortened Evening Prayer with address, at 6 p.m.; Congregational practice of Hymns, &c. at 6.45. "Hymnal Companion" used and provided. All seats are free after the commencement of Service. Appropriated sittings are reserved up to that time only. Churchings before or after any of the services and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

St. Joseph's Church, Garden Road (Roman Catholic). Mass, Benediction and Sermon in English, at 10 a.m.

AN ELOPEMENT.

Early last month, Mr. Martin Maloney, a millionaire shareholder in the Standard Oil Trust, was spending money freely in sending "wireless" messages of forgiveness to his daughter Helen, believed to have eloped with Mr. Samuel Clarkson, an Englishman.

A New York correspondent wrote:—"The couple are reported to be on their way to England, and Mr. Maloney is endeavoring to get in touch with the various liners which left New York last week."

Mr. Clarkson, who is described somewhat vaguely as "of London," met Miss Maloney while she was making the usual European tour with her parents this summer. He is said to be poor, but handsome, and Mr. and Mrs. Maloney were not anxious to secure him for a son-in-law. Nevertheless, Mr. Clarkson followed them to America, and met Miss Maloney frequently.

For the past month the Maloneys have been staying at their \$20,000 summer home at Spring Lake, New Jersey. Mr. Maloney left there ten days ago, and joined President Roosevelt's political tour in the Mississippi Valley.

This jaunt was unpleasantly interrupted last Wednesday by a telegram from his wife stating that Helen had gone to New York the day before on a shopping tour, accompanied by her maid, and Mr. Clarkson, and had not returned.

Mr. Maloney hurried eastward as fast as a special train could carry him, but he could not find his daughter and she is believed to have sailed on the "Majestic" last Wednesday with Mr. Clarkson.

Mr. Maloney learned that his daughter had gone to the Waldorf-Astoria Hotel for luncheon on Tuesday. More she eluded her maid, and quietly drove away with Mr. Clarkson. Mrs. Clarkson Ritchie, another daughter, had packed two trunks for her sister, and the latter's elopement had evidently been arranged with care.

Mr. Maloney, who is reported to have sent an agent to England on one of the liners sailing yesterday, with instructions to find his daughter at all costs, doubts that he wishes to stop the marriage, and says he is merely anxious to "forgive" his daughter and welcome her home with her husband.

The original objection to the marriage is said to have been based on religion. The Maloneys are one of the most prominent Roman Catholic families in America, and Mr. Maloney was created a marquis by the Pope in recognition of his services to the Church in purchasing several estates in Paris and presenting them to the nuns at the time of the suppression of religious organizations by the Government.

Miss Maloney is twenty-one years of age, and her father gave her \$10,000 as a birthday present a few weeks ago.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 8th at 11.55 a.m.—The barometer has fallen rapidly in N.E. Japan owing to the depression which is moving Eastwards to the North of Hokkaido.

Pressure has increased moderately in W. Japan, and decreased slightly over the Philippines. It is highest over Central China, and gradients are slight to moderate.

Strong monsoon may be expected in the Fuzhou Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood N. winds, moderate; fine. Formosa Channel... N.E. winds, strong. South coast of China between Hongkong and Lamscocks Same as No. 1. South coast of China between Hongkong and Hainan... N. winds, fresh.

From the irritation of sunburn or insect bites, the troubles of a cut, sore or scratch, quick relief is given by

Calvert's Carbolic Ointment.

Soothing, healing and antiseptic. Sold in jars and tins by Chemists and Grocers. Makers: F. O. Calvert & Co., Manchester, Eng.

MAKES THE SKIN as SOFT as VELVET. Removes all ROUGHNESS, REDNESS, HEAT, IRRITATION, TAN, and KEEPS THE SKIN SOFT, SMOOTH, and WHITE ALL THE YEAR ROUND. Delightfully COOLING & REFRESHING during the summer.

Bottles, 1/6, 1/3, and 2/6 each. M. BEETHAM & SON, Cheltenham.

THORNE'S OLD VAT



THE VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS N° 1 SINCE 1831.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

Lung Troubles. "I am Rapidly Gaining Weight."



OF ALL CHEMISTS.

Dear Sirs,—Two months ago a Glasgow professor and two doctors informed me that my left lung was ulcerated, and this following on three months of asthma was more serious than they would tell me. I was down in weight from 9 st. 7 lb. to 7 st. 7 lb. and was advised to go abroad. My own doctor put me on Angier's Emulsion, and since taking it I am rapidly gaining weight, and expect soon to be back to my normal condition and be able to remain at home. I may tell you I have made emulsions and have tried many makes of same, but find Angier's more pleasant and palatable than any other. (Signed) J. FOSTER.

THE MOST PALATABLE OF ALL EMULSIONS, AND A GREAT AID TO DIGESTION.

Angier's Emulsion not only soothes and heals the throat and lungs but it also promotes appetite, aids digestion and greatly improves the general health. It is particularly efficacious in cases where there is loss of weight and many of our testimonials refer especially to its weight-increasing powers. Angier's Emulsion is prescribed extensively by the medical profession and is used in the hospitals. It is the most palatable of all emulsions and agrees perfectly with delicate stomachs.

THE ANGIER CHEMICAL CO., Ltd., 32 Snow Hill, LONDON, Eng.

USE ONLY and USE ALWAYS

ATKINSON'S MOST REFRESHING. Far Superior to the German Kinds. A LUXURIOUS PERFUME IN HEALTH. A NECESSARY RESTORATIVE IN SICKNESS. EAU DE COLOGNE



Hong Kong Agents for Watson's Dundee—

WATKINS, Ltd., Apothecaries Hall, Hong Kong.

WATSON'S (No. 10) Dundee WHISKY.

JAPANESE BEER.



IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions. The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

Sole Agents—H. PRICE & CO., CALDBECK, MACGREGOR & CO., A. CHAZALON & CO., and other leading Chinese Wine Merchants.

THE MITSUI BUSSAN KAISHA, SOLE AGENTS.

Hongkong, 12th August, 1907.

1329

BOVRIL

Is an excellent tonic, bracing the system when everything else fails.

Try a little milk in your hot Bovril.

LEA and PERRINS' SAUCE



Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.



SHIPPING.

ARRIVALS.

CARL DIEDERICHSEN, German str., 774, T. Kayser, 7th Nov.—Haiphong and Hoihow 6th Nov., Risco—Jebson & Co.
CHITUNG, Chinese str., 8th Nov.—Canton.
KWANONG, Chinese str., 14th, R. Lincoln, 8th Nov.—Shanghai 5th Nov., General—Chinese.
MERAPI, Dutch str., 1506, E. Uldall, 8th November—Java via Singapore 1st Nov., Sugar and Cotton—Chinese.
RAJAH, German str., 2428, R. Peterson, 8th November—Bangkok 30th Oct., Risco and Wood—Butterfield & Swire.
RIO LIMA, Portuguese gunboat, 630, 7th Nov.—from Macao.
SHAWMUT, American str., 6,195, Roberts, 8th November—Manila 5th Nov., General—Doddwell & Co.
TAIKOSAN MARU, Japanese str., 1,904, 8th November—Kuchino 2nd Nov., Coal—Mitsui Bussan Kaisha.
THAN, British str., 1,346, A. Somerville, 8th November—Manila 5th Nov., General—Butterfield & Swire.
TJILWONG, Dutch str., 3,016, Von Wych, 7th Nov.—Macao 31st Oct., General—Java-China Japan Lijie.
YUAN MARU, Japanese str., 1,850, Negatar, 8th November—Mojji 2nd Nov., Coal—Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
8th November.
Amigo, German str., for Haiphong.
Chilli, British str., for Haiphong.
Kaneu, British str., for Shanghai.
Kwanong, Chinese str., for Canton.
Shinshu Maru, Japanese str., for Sourabaya.
Standard, Norwegian str., for Cheloo.
Yurugian Maru, Japanese str., for Moji.
Yuan Maru, Japanese str., for Kuchino.

DEPARTURES.

8th November.
HAIMUN, British str., for Swatow.
KUKIANG, British str., for Shanghai.
KURICHOW, British str., for Tientsin.
MAUSANG, British str., for Sandakan.
NAMANG, British str., for Shanghai.
NORD, British str., for Swatow.
PROGRESS, German str., for Canton.
RUBI, British str., for Manila.
SILBIA, German str., for Shanghai.
SYRIA, British str., for Shanghai.

SHIPPING REPORTS.

The German str. Rajah reports: Strong N.E. monsoon.

VESSELS IN DOCK.

November 8th.
ABERDEEN DOCK.—
Kowloon Dock.—Nell Melced, Fatshan, Lahn, Tolo, Anghin, Wengkok.
COSMOPOLITAN DOCK.—Yrma.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

For SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"POLYNESIE,"
Captain Broc, will be despatched for the above Ports on or about MONDAY, the 11th inst.

For Freight, or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 5th November, 1907. 2

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAICHING,"
Capt. A. E. Hodgins, will be despatched for the above Ports on TUESDAY, the 12th inst., at 10 P.M.

For Freight or Passage, apply to
DOUGLAS, LARRAIK & Co.,
General Managers.

Hongkong, 8th November, 1907. 1780

THE RUSSIAN VOLUNTEER FLEET.

For CONSTANTINOPLE, ODESSA AND BLACK SEA PORTS.

THE Steamship.

"KIEW,"
will be ready to load about Middle of November.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 25th October, 1907. 1712

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.

Calling at Tientsin, Peking, Dairen, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship.

"EASTERN,"
Captain McArthur, will be despatched as above on SATURDAY, the 30th inst., at Noon.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th November, 1907. 1767

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship.

"SCHUYLKILL,"
Captain Anderson, will be despatched as above on the 30th November.

For Freight, &c., apply to
STANDARD OIL CO. OF NEW YORK,
Oriental Freight Department,
(Hotel Mansions).

Hongkong, 2nd November, 1907. 1721

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "H." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

Sections.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL...	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 16th inst., at Noon.
MARSEILLES &c. via PORT OF CALL...	ERNEST SIMONS	Brit. str.	—	Girard	MESSAGERIES MARITIMES	On 13th inst., at 1 P.M.
MARSEILLES, HAVRE, GOTHENBURG &c.	CANTON	Swed. str.	—	Brother	HAMBURG-AMERIKA LINIE	On 11th inst.
HAVRE & HAMBURG via STRAITS, &c.	SITONGIA	Ger. str.	k.w.	Dini	CARLOWITZ & Co.	On 11th inst., at Noon.
NAPLES & GENDRA via SINGAPORE &c.	ISCHIA	Ital. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 9th January.
NAPLES, HAVRE & HAMBURG via STRAITS, &c.	SILEZIA	Ger. str.	k.w.	C. Blaser	MELCHERS & Co.	On 21st inst., at Noon.
NAPLES, GENDRA, ALGERIA, GIBRALTAR &c.	SCANDIA	Ger. str.	k.w.	A. Petri	MELCHERS & Co.	About 21st inst.
TRIESTE &c. via SINGAPORE &c.	PRINZ LUDWIG	Ger. str.	—	Anderson	SWEDEN TOMES & Co.	Quick despatch.
CONSTANTINOPLE, ODESSA & BLACK SEA PORTS	CHINA	Aus. str.	—	E. V. Roberts	CANADIAN PACIFIC R. Co.	On 11th inst.
NEW YORK via PORTS & SUEZ CANAL	KIEW	Rus. str.	—	McArthur	DOUGLASS & Co., Ltd.	On 21st inst., at 4 P.M.
NEW YORK via PORTS & SUEZ CANAL	OCEAN MONARCH	Am. str.	—	G. W. Eddy	TOYO KISEN KAISHA	End of November.
YANCOUVER via SHANGHAI JAPAN, &c.	CHUYILKILL	Brit. str.	2 m.	D. Leaz	GIBB, LIVINGSTON & Co.	On 30th inst., at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	EMPEROR OF JAPAN	Brit. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 4th Dec., at 4 P.M.
CALLAO AND IQUIQUE, via JAPAN PORTS, &c.	SHAWMUT	Brit. str.	—	Jurians	MELCHERS & Co.	On 5th Dec., at Noon.
AUSTRALIAN PORTS via MANILA	KATHERINE PARK	Brit. str.	—	Siford	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	EASTERN	Brit. str.	—	J. Speed	BUTTERFIELD & SWIRE	About 16th inst.
YOKOHAMA AND KOBE	CHANGSHA	Brit. str.	1 m.	T. Mayrich	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	Bro	MESSAGERIES MARITIMES	To-morrow, at Daylight.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	Volteras	MELCHERS & Co.	About 11th inst.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	W. S. Thomas	JARDINE, MATHESON & Co., Ltd.	About 14th inst.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	H. Kirchner	P. & O. S. N. Co.	About 15th inst.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	W. S. Thomas	MELCHERS & Co.	About 16th inst.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	H. Kirchner	HAMBURG-AMERIKA LINIE	On 20th inst.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	W. S. Thomas	HAMBURG-AMERIKA LINIE	On 2nd December.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	H. Kirchner	BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	W. S. Thomas	BUTTERFIELD & SWIRE	On 10th inst., at 9 A.M.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	H. Kirchner	DOUGLAS LARRAIK & Co.	On 13th inst., at D'light.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	W. S. Thomas	BUTTERFIELD & SWIRE	On 12th inst., at 10 A.M.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	H. Kirchner	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	W. S. Thomas	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	H. Kirchner	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	W. S. Thomas	BUTTERFIELD & SWIRE	To-day, at Noon.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	H. Kirchner	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	W. S. Thomas	BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	H. Kirchner	BUTTERFIELD & SWIRE	On 23rd inst.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	W. S. Thomas	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	H. Kirchner	BUTTERFIELD & SWIRE	On 13th inst., at 9 A.M.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	W. S. Thomas	BUTTERFIELD & SWIRE	On 14th inst., at 3 P.M.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	H. Kirchner	BUTTERFIELD & SWIRE	Quick despatch.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 16th November.
RUBI	2540	R. W. Almond	Manila	On 23rd November.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 9th November, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "OCEAN MONARCH" ... On 11th November.

For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 9th November, 1907. 16

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN AND GOTHENBURG	"CANTON"	End of November.
SHANGHAI, YOKOHAMA AND KOBE	"SIAM"	End of November.

For Further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 8th November, 1907. 9

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE OF SAILING.
MANILA	"LOONGSANG"	Saturday, 8th Nov., Noon.
SHANGHAI via SWATOW	"CHOYSANG"	Sunday, 10th Nov., P'light.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Thursday, 14th Nov., 3 P.M.
SHANGHAI via NINGPO	"YIKSANG"	Thursday, 14th Nov., 4 P.M.
MANILA	"YUENSANG"	Friday, 15th Nov., 2 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class \$ 65. Return \$100.
Penang " " 165. " " 150.
Calcutta " " 165. " " 150.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Cheloo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

Hongkong, 8th November, 1907. 18

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RENNANIA," "HABSBURG" and "HORNSTADT." These

steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are

amidship and fitted with fans. Laundry on Board. Doctor and Stewardess carried. These steamers call at PLYMOUTH, Southampton and at SOUTHAMPTON en route and at

NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILEZIA" carry first-class passengers.

Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SCANDIA ... 2nd December.

HABSBURG ... 2nd Jan., 1908.

RENNANIA ... 2nd Febr., 1908.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG.

SILEZIA ... 11th December.

SCANDIA ... 9th Jan., 1908.

HABSBURG ... 5th Febr., 1908.

RENNANIA ... 5th March, 1908.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Nov.

SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Dec.

C. FELD LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.

NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TIENTSIN, GENDRA, PORTS in the

LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC-PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SITHONIA ... HAVRE & HAMBURG ... 25th Nov.

SILEZIA ... NAPLES, HAVRE & HAMBURG ... 11th Dec.

SCANDIA ... HAVRE & HAMBURG ... 25th Dec.

RENNANIA ... NAPLES, HAVRE & HAMBURG ... 9th Jan. 08

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amidship. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board.

12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
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* SHAWMUT ... 8,600 E. V. Roberts ... On 16th November.

* TREMONT ... 8,600 T. W. Garlick ... On 10th December.

* SUVERIC ... 6,232 W. Skotton ... On 4th January, 1908.

* KUMERO ... 6,232 Cowley ... On 28th January, 1908.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 1st November, 1907. 7

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.

(Morio and Rubattino United Companies.)

STEAM FOR NAPLES, AND GENOA.

(Without transhipment in Bombay.)

VIA SINGAPORE, PENANG AND BOMBAY.

(Taking cargo at conference rates less 2/64 and usual rebates.)

Having connection with Company's Mail Steamers to Messina, and LUGORNO also VENICE and TRIESTE, all MEDITERRANEAN, ADELANTO, LERANTINO and SOUTH AMERICAN Ports up to CALLAO.

(Taking Cargo at through rates to TIENTSIN, GULF and BAGDAD, also BARCELONA, VALENTIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship.

"ISCHIA,"

Captain Dini, will be despatched as above on MONDAY, the 11th Nov., at Noon.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 1st November, 1907. 4

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	MALTA	About 15th Nov.	Freight and Passage.
	Capt. R. A. Peters		
LONDON VIA USUAL PORTS	ARCADI	Noon, 16th Nov.	See Special of Call.
	Capt. A. L. Valentini		Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th November, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KANSU"	On 9th Nov., Noon.
CHU and LOILO	"KAIFONG"	On 9th Nov., 4 P.M.
MANILA	"TEAN"	On 12th Nov., 4 P.M.
WEIHAIWEI, CHEFOO, and NEWCHWANG	"SZECHUEN"	On 12th Nov., 4 P.M.
NINGPO and SHANGHAI	"TIENTSIN"	On 13th Nov., 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 18th Nov., 4 P.M.
SWATOW and SHANGHAI	"YOHOW"	On 20th Nov., 4 P.M.
SWATOW and SHANGHAI	"KUKIANG"	On 23rd Nov., 4 P.M.
KOBE	"TSINAN"	On 25th Nov., 4 P.M.

DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table, A daily qualified surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO"	Wed., 13th Nov., at 9 A.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"SACHSEN"	About Thursday, 14th Nov.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About Friday, 15th Nov.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ REGENT LUITPOLD"	About Tuesday, 19th Nov.
APRILS, GENOA, and LONDON	"PRINZ SIGISMUND"	Thursday, 5th Dec., at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th November, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration)

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPERESS OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York \$71.10
Intermediate on Steamers 240, " 242.
and 1st Class Railways

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW ("DAIJIN MARU")	Capt. I. SAKURAI	SUNDAY 10th Nov., at 9 A.M.
ANPING VIA SWATOW ("FUKUSHU MARU")	Capt. T. ITO	WEDNESDAY 13th Nov., at Daylight.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th November, 1907.

T. ARIMA, Manager.

SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL," SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.
Coaling Agents—HALL BLUTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.
FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong,
JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS.

Hongkong, 1st December, 1906.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

TONS REG.	ON MARCH 11th.
"BUELOW" - 3,000	Capt. FORMES.
"PRINZ LUDWIG" - 9,630	Capt. VON BINZER.
"PRINCESS ALICE" - 10,911	Capt. POLACK.

CALLING AT NAPLES; GENOA; GIBRALTAR and SOUTHAMPTON TO
LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELOHERS & CO.,
General Agents.

Hongkong, 19th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL REY" 1,900 tons, 14 knots.
S.S. "CHARLES HADOUIN" 1,900 tons, 14 knots.

The speediest most luxuriously appointed and powerful steamers on the line. Departure from Hongkong 9.30 P.M. (SATURDAYS excepted). Departure from Canton at 5.15 P.M. (SUNDAYS excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs E. Pasquet & Co. For further particulars, please apply to—

BARRETT & CO.,
Agents.

Hongkong, 27th September, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	TO	EXPECTED ON	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of Nov.	JAVA PORTS	Second half of Nov.
TJIMAH	JAPAN	First half of Nov.	JAVA PORTS	First half of Nov.
TJILIWONG	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJILATJAP	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIBODAS	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIKINI	JAVA	First half of Dec.	JAPAN	First half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 25th October, 1907.

SHIPPING IN PORT.

STEAMERS.	AGENTS.
ACARA, British str., 3,174, Wm. Hume, 18th October—New York 27th August, 1907.	Standard Oil Co.
AMERICA MARU, Japanese str., 3,469, Philip H. Goings, 30th October—San Francisco 2nd and Shanghai 7th Oct. Mails and General—Toyo Kisen Kaisha.	
ANGHIN, German str., 1,001, C. Kumpel, 1st November—Bangkok and Swatow 31st Oct. Boro and Wood—Butterfield & Swire.	
BORNEO, German str., 1,340, F. Sembill, 6th Nov.—Swatow 31st Oct. Timber, Melchers & Co.	
CHITIL, British str., 1,135, Warrack, 7th Nov.—Haiphong and Hoihow 5th Nov. General—Butterfield & Swire.	
CHIYUEN, Chinese str., 1,177, C. Stewart, 4th November—Shanghai 1st Nov. General—Chinese.	
CHOYANG, British str., 1,424, T. Meyrich, 6th November—Shanghai 1st and Swatow 5th Nov. General—Jardine, Matheson & Co.	
CHUNGA, British str., 1,417, D. A. King, 3rd Nov.—Wuhu and Chinkiang 27th October, Rios and General—Jardine, Matheson & Co.	
DAIJIN MARU, Japanese str., 1,900, I. Sakurai, 6th November—Swatow 5th Nov. General—Osaka Shosen Kaisha.	
DEWENT, British str., 1,562, Jenkins, 29th Oct.—Saigon 24th Oct. Rios and Mails—Chinese.	
DEVAVONGSE, German str., 998, T. V. Brahn, 6th November—Bangkok and Swatow 5th Nov. Rios and General—Butterfield & Swire.	
EMPEROR OF JAPAN, British str., 5,940, H. Pybus, 1st Oct. 20th October—Vancouver 1st Oct. Mails and General—C.P.R. Co.	
HENRIK ISEN, Norw. str., 2,963, Remerlsen, 7th November—Kokopota 2nd Nov. Coal—Doddwell & Co.	
ISCHIA, Italian str., 2,874, Dini, 4th November—Bombay and Singapore 29th October, General—Carlowitz & Co.	
KAIFONG, British str., 987, E. Finlayson, 5th November—Hilo and Cebu 1st Nov., Sugar and Hemp—Butterfield & Swire.	
KASIMA MARU, Japanese str., 1,746, M. Ntee, 2nd November—Moji 27th October, Coal—Fukusi & Co.	
LOONGSANG, British str., 1,902, S. J. Payne, 4th November—Manila 1st November, General—Jardine, Matheson & Co.	
MACDUFF, British str., 1,881, J. B. Blair, 4th November—Moji 29th October, Coal—Doddwell & Co.	
NICHIBI MARU, Jap. str., 880, R. Minagawa, 7th November—Wakamatsu 1st Nov., Coal—Mitsui Bussan Kaisha.	
PAUDERTI, British str., 2,850, Sannard, 20th October—Tientsin 14th October, Ballast—Mayer & Co.	
PROGRESS, German str., 697, A. Struve, 7th November—Amoy 5th November, General—Siemssen & Co.	
SEKTA, German str., 992, Döbler, 29 h October—Saigon 25th Oct., Rios—Siemssen & Co.	
SHANTUNG, British str., 1,835, J. Robinson, 1st Nov.—Probingo 20th Oct., Sugar—Butterfield & Swire.	
SHINANO MARU, Jap. str., 3,969, K. Kawara, 3rd November—Shanghai 31st Oct., Flour, Cotton Yarn and General—Nippon Yusen Kaisha.	
SIBERIA, American str., 5,655, A. Zander, 5th November—San Francisco 9th Oct. and Shanghai 3rd Nov., Mails and General—Pacific Mail S.S. Co.	
SOLSTAD, Norwegian str., 897, K. Thorsen, 4th November—Nerohwang and Chafco 28th Oct. Boro—Angard, Thorsen & Co.	
SUTARA, British str., 4,785, W. D. Welsh, 5th Nov.—Hongay 2nd Nov. General—Jardine, Matheson & Co.	
SZECHUEN, British str., 1,143, Sidford, 4th November—Nerohwang via Chafco and Weihaiwei 23rd Oct., Pass and General—Butterfield & Swire.	
TELEMACIUS, British str., 1,370, Jas. Williams, 4th Nov.—Saigon 30th Oct., Rios and General—Chinese.	
TEUCER, British str., 5,905, J. Barwise, 2nd Nov.—Nagasaki 28th October, General—Cotton Yarn and General—Nippon Yusen Kaisha.	
TIENTSIN, British str., 1,227, E. Montman, 4th November—Wuhu 25th Oct., Rios—Butterfield & Swire.	
TJIPANAS, Dutch str., 2,475, A. Paeder, 2nd Nov.—Massar 22nd October, General—Java-China-Japan Lijn.	
VOLUTE, British str., 2,493, C. Sloth, 22nd Oct.—Balk Papan 13th Oct., General—Arnhold, Karberg & Co.	
WONGKOL, German str., 1,115, Engelaar, 5th November—Bangkok 28th Oct., Rios and Wood—Butterfield & Swire.	
YIKSANG, British str., 1,236, Thomas, 5th Nov.—Wuhu and Chinkiang 1st Nov., Rios—Jardine, Matheson & Co.	

NOTICES TO CONSIGNEES

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risks into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 11th inst., at 5 P.M. will be subject to rent.

No Fire Insurance has been effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before Noon, To-day.

JARDINE, MATHESON & CO., LD.

Agents.

Hongkong, 5th November, 1907.

1773

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI."

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th November, 1907.

1771

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before Noon on the 12th inst., or they will not be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 6th November, 1907.

4

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 5th inst., at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 9.30 A.M.

All Claims must be sent to the Office of the Undersigned on or before the 16th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELOHERS & CO., Agents.

Hongkong, 5th November, 1907.

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"SILESIA," Captain Balle, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk at all expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 7th November, 1907.

1783

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"SYRIA."

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 7th November, 1907.

1

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STRAITS NAVIGATION CO.'s fortnightly service house to CALCUTTA. Sailings from CALCUTTA for CAPS PORTS every fortnight.

For

THE INDIAN COTTON INDUSTRY.

The extraordinary development of the Indian cotton industry in the last three years has tended to draw off attention from the still more important cotton industry. The recent course of the industry has been somewhat ebullient, in striking contrast to the experience of the Lancashire trade. Cotton holds a far more position in India as a whole, in Indian manufactures, and in Indian imports and exports. Over 22 million acres are cultivated with the fibre, nearly a quarter of a million persons are employed in the mills, over 6,000,000 are supported by hand weaving and spinning, and while imports of cotton goods represent 35 per cent of all imports, exports of cotton yarn and piece-goods constitute 7 per cent of all India's exports. The portion of the country directly interested in cotton is limited, and the mills are mainly in Calcutta and its vicinity, but the cotton industry is everywhere, and though the Bombay Presidency and its capital city are in the forefront of the industry, there is an increasing number of mills up-country.

SUPPLY OF RAW MATERIAL.

Next to the United States India is the greatest producer of raw cotton, and great attention is being devoted to the improvement of the fibre as well as to the extension of the area under cultivation. An increase of no less than 1,272,000 acres took place last season, and the yield was 4,968,000 bales, about 17,523,500 lbs. Out of the total production the requirements of the domestic industry and of the mills have to be met, and a large surplus is always available for export, the chief foreign customers being Japan and Western European countries, such as Germany and Italy. The India mills consume a rather smaller quantity than is exported. Endeavours are being made to produce a longer staple cotton in India, suitable for spinning higher counts. Thus, experiments with Egyptian cotton have taken place on irrigated and in Sind and with American cotton elsewhere, while tree cottons are being cultivated in Bihar. Some success has been achieved with Egyptian cotton, but last year the plants suffered from boll-worm, and both quality and yield fell short of anticipations. Owing to the liability of exotic varieties to deterioration and to attacks from insect pests, some prefer to rely on the improvement of indigenous cottons by hybridisation and by careful selection of seed. Concerning Indian cottons can at present be spun only up to 20's and finer kinds up to 22's, but the cultivator is not easily persuaded to abandon these inferior descriptions, inasmuch as they provide a harvest and paying crop which is readily sold either in India or abroad. The Indian manufacturers at present require but little long-stapled cotton, though a small quantity is imported from America for special purposes. A great demand has sprung up in recent years for Indian cotton-wool, which is increasingly popular as a cattle food and as a substitute for linnseed. In the five years to 1899-1905 the exports of this seed averaged only 36,000 cwt. In 1906-7 the exports had risen to 4,391,000 cwt.

THE DOMESTIC INDUSTRY.

The exact out-turn of the hand-loom cannot be ascertained, but some authorities have estimated that it amounts to twice or thrice the output of the mills. The hand-loom, however, is undoubtedly decaying, though very slowly. The efforts that are being exerted to extend the use of the fly-shuttle may, if successful, alleviate the difficulties that are liable to ensue from too rapid a decline in the production.

INDIAN MILLS.

The mill industry has made steady, but not remarkable, progress in the last 20 years, as the following figures show:—

No. of Mills.	Capital.	Spindles.	Looms.
1885-6 89	Rs. 8,15,48,750	2,198,545	16,548
1895-6 148	Rs. 12,41,40,210	3,892,611	37,275
1905-6 204	Rs. 15,69,66,701	5,233,834	52,281

The actual capital is really larger, the precise amount not being ascertainable. One noticeable fact is the large proportion of rupee capital invested, the bulk of the mills being in the hands of Bhatias, Parsis, and other natives of India. On March 31, 1907, the number of mills had risen to 210, of which 172 were joint-stock concerns. By that date there were 5,544,242 spindles and 39,467 looms in position. Nearly three-fourths of the spindles and four-fifths of the looms are in Bombay Presidency, where Bombay City and Ahmadabad are the chief centres of production. For ten years or more the Indian mills have been subject to great vicissitudes, owing to scarcity of raw material and famine in India in the earlier years of that period, and owing to war, internal troubles, fluctuations of exchange, famines, and Japanese competition in the important China market.

INDIA AND LANCASHIRE MILLS.

The Indian mills have an advantage over those of Lancashire in that the raw material is produced at home, so that freights, commissions, and other charges are much diminished. But they have to pay more for machinery and stores, interest on capital is higher, fuel is dearer, and skilled labour is scarce. Moreover, the directors often lack technical and commercial experience, with the result that business is sometimes ill-organized. But, in spite of drawbacks such as these, the industry is progressing, and more attention is being given to weaving. Mills are largely equipped with new and up-to-date machinery and electric light installations have been put into many of them. Complaints are sometimes made of the exorbitant duty on cotton goods; but this duty yielded only £131,000 as compared with £286,000 produced from imported cotton goods in 1905-6, and the progress of the Indian weaving industry in spite of the duty shows that the burden is light.

COMPARATIVE EFFICIENCY OF LABOUR.

Some years ago the competition of "brown" labour was one of the bugbears of trade unionism in this country, owing to the institution of crude comparisons between the wages payable and the hours worked in India and England respectively. An expert who has recently written on this subject demonstrates that three or six times as many hands are needed in Indian spinning mills, and three times as many in weaving mills, to produce the same result as in England. The following table, modified from a table in the recent report on factory labour in India, brings out very clearly and forcibly the relative productive capacity of English and Indian workers:—

England.	India.
Operatives per 1,000 spindles	42
Operatives per 100 looms	48
Annual output of yarn per operative	7,730 lbs. 4,000 lbs.
Weekly output of cloth per operative	767 yds. 240 yds.
Indian wages, English per hour, per spindle	1 2/3
Average approximate counts	40s. 20s.
Working hours per week	55 50
Working hours per year	2,775 4,120
Monthly wages per operative (spinning)	Rs. 70 Rs. 13
Monthly wages per operative (weaving)	Rs. 72 Rs. 15

Neither wages alone nor hours alone can form a basis for comparing British and Indian labour costs. Indian labour is lacking in continuous application, punctuality, energy, and regularity. Men have often to be employed in India for work that women will do in England. The Indian workers are not specialized to factory work, and often exchange it temporarily for agricultural pursuits. They have little skill or education, consequently they make much waste and, through want of cleanliness and proper handling, they not infrequently damage the machinery. Their sense of discipline is imperfect; their attendance is irregular; and they take long intervals for rest, smoking, &c. The fact that the Indian does not care to improve in skill or to work up to his full capacity is an important yet incommensurable factor in production. Complaints were recently made with good reason of humanitarian grounds as to the excessive hours of labour, when some Indian mills, though apparently they did not reach the inordinate length of time worked in some Japanese mills. The Factory Labour Committee recommended that the actual period of employment of male adults should not exceed twelve hours in any one day, and it is only fair to add that this course has been favoured by many millowners.

SPINNING MILLS.

Now, as in the past, spinning is the most important branch of the Indian cotton mill industry, and the output is partly sold for power and hand looms in India, where there is competition with hand spun yarn, and partly imported English yarn, partly exported to foreign countries, China being by far the largest customer. It is said that yarns of 10's count are most remunerative, and after these come 20's, which are chiefly spun for China consumption. In recent years there has been a tendency to produce higher counts, and Bombay mills, where such counts are chiefly spun, have practically ousted foreign yarns up to 24's. The following table shows the increase in the production of yarns of both lower and higher counts (in millions of lbs.):—

	No.	No.	Total.
Average 1896-7 to 1904-5	424.9	201	444.0
1901-2 to 1905-6	574.3	399	577.7
Year 1906-7	681.4	492	639.6

In addition, about 23 million lbs. were produced in Native states and foreign territory. In 1906-7 the imported foreign yarns of Nos. 1 to 25 amounted to only 2.5 million lbs. and those above 25's to 32.1 million lbs. In recent years, and especially in 1905-6, the business in imported yarns has somewhat increased, but there can be little doubt that India will soon be able to supply her own needs in yarns up to 40's.

THE CHINA MARKET.

The dependence of India on the China market as its chief outlet for yarn has been a source of much trouble and frequent loss, but also, at times, of large profits. At present considerably over 90 per cent of India's yarn exports are sent to China, where in addition to currency and other difficulties they have to face the competition of China's own yarns—so far, a matter of small moment—and the more serious competition of Japanese yarns, so that India has no longer a monopoly in that country. Although Japan has to obtain about one-third of her supplies of raw cotton from India, she is making great headway. Her ports of production are as yet not greatly developed—she has but 1,500,000 spindles as against India's 5,500,000—but her business men are active and enterprising, and the cotton trade receives support from the Government and the largest banks. The net imports of English, Indian, Japanese, and other cotton yarns into China in 1905 were as follows (in piculs of 134 lbs.):—

	1905.	1906.
English	21,887	30,701
Indian	15,846	1,840,235
Japanese	681,442	1,837,171
Other	9,825	15,915

It will be observed that the Indian business is nearly twice as large as the Japanese. The former is indeed so large that no serious encroachments seem likely in the immediate future, and it has to be remembered that with the extension of railways a constantly wider demand for yarn is realized.

NEW MARKETS FOR YARN.

Apart from China there has been hitherto no large market abroad for Indian yarn, though Persia, Aden, and Arabia have absorbed fairly considerable quantities. But during the last year or so there has been a marked increase in shipments to the United Kingdom, Turkey in Asia, and Egypt. At one time England bought much raw cotton from India, but these purchases have dwindled; lately, however, owing to scarcity of yarn in Europe and the inconvenience and loss resulting therefrom, Indian spinners have been selling low counts of yarn to Lancashire at prices higher than they could realize in India or China. This development has relieved the critical situation in the Indian industry that had arisen from the disorganization and congestion of Far Eastern markets. A possibly the cheapness of yarns due to stagnation in these markets, has had something to do with the new demand from England. At the same time experts hold that coarse Indian yarns (Nos. 4 to 16) would have a large sale here if certain defects were remedied. In the Levant Indian yarns have entered into active competition with Italian and other European yarns, which are in demand by hand loom weavers and knitters. Indian high-grade yarns are now in great request for forward delivery throughout Turkey, particularly from Syria. In 1906-7 the exports to Turkey were 5,559,450 lbs., as against 3,267,290 lbs. in 1905-6, this year about 27,000 bales of Indian yarn have been shipped to the Levant, and Europe, while forward sales of 30,000 bales have been booked. The receipt of repeat orders proves that the yarn has been a success. It would achieve a still greater success if it were more even and regular and always up to the sample.

INDIAN WEAVING.

In addition to seeking new outlets abroad Indian millowners have come to see that a much more of the yarn they produced can be profitably woven into cloth for home or foreign consumption, and it is for this purpose chiefly that higher counts are being spun. At present at the home market is dominated by Lancashire cotton goods, the Indian piece-goods being too coarse for the majority of purchasers. Consequently such goods find a market to a large extent in Arabia, Aden, East Africa, Ceylon, and other countries washed by the Indian Ocean. For a time it seemed that British cottons, especially grey goods, were losing ground in India, little progress being a unit for the 15 years ended 1903, but since that date grey, white, and coloured goods have all forged ahead and broken past records. Apart from the home market the mills suffer to a slight extent from the competition of European and American cottons of particular varieties, such as American drills and dyed goods from Italy, Switzerland, and Germany. Still more effective in remote up-country districts is the competition of hand-woven goods, the coarseness of which is atoned for by their superior durability. Although Indian mills cannot expect for a very long period to produce goods equal to those of Manchester, their looms are undoubtedly now producing cloth that could not have been woven five years ago, and the upward tendency is marked. Moreover, while spinning has been subject to

great vicissitudes, weaving has been flourishing for the past ten years, and prices have left a good margin of profit. The immediate future is promising. Many mills have sold their output for several months forward, and there is ample room for the weaving sheds that are being steadily added to mills. There is practically no risk in extending the production of shirtings, dunties, tea-dies, domestic, and chawls. Grey goods at present comprise about 45 per cent of output, but there has been progress recently in white, fancy, and coloured goods, which would be produced still more freely but for difficulties in dyeing and printing. The total production of the Indian weaving mills last year (1906-7) was 159 million pounds, or about 682 million yards, besides a small output in native States. This quantity, however, is equivalent to only about 25 per cent of the imported cotton goods, and, as we have seen, a part of the production is exported. In Bombay there are four factories for hosiery, a branch of the trade that has fallen largely into the hands of Continental manufacturers.

THE OUTLOOK.

In 1905-6 there was booming prosperity in the Indian cotton industry, but in 1906-7 came reaction, chiefly owing to the troubles in the China market. The situation was alleviated by the enhanced home demand for yarn and cloth, arising partly from the cheapness and improved quality of these goods, partly from the increase of the Swedish movement, which finds favour with large numbers who do not countenance political agitation or sedition. The policy pursued by the Government in the profitable year 1905-6 of applying large sums to depreciation, of building up reserves, and of extending plant, and machinery proves that the financial side of the industry is not disregarded. With the home cultivation of better varieties of cotton, with the expansion of demand for yarns in China as railways are extended, with the exploitation of new markets for yarn and cloth, and with closer attention to the requirements of the Indian market, there is every probability of steady development in both the spinning and the weaving branches of India's greatest manufacturing industry. —Times.

HOW THE NAVAL OFFICER LIVES ON HIS PAY.

BY AN "N.O."

It has been pointed out that under the present regulations an Army officer has no more prospect of living on his pay than he has in the past, notwithstanding the public recognition of his status. It is satisfactory to turn to the naval service and find that, with reasonable economy and yet in decent comfort, man can live without drawing on his "people" and without running into debt.

As in the Army, so in the Navy the conditions of life have become more strenuous in the last decade. Of course, the "N.O."—to give him the title which he himself uses—is always on duty unless he has asked and obtained leave to go to his home or to some other place. He is on duty in his uniform, and the regulations still state that the wearing of plain clothes is a privilege extended to officers ashore for exercise and recreation.

Taking the Lieutenant as a representative rank, he works "in four watches" as a rule. This means that the twenty-four hours of day and night are shared between the four watch-keeping lieutenants, giving each of them six hours duty, during which he must wear his belt and carry his telescope, keeping his eyes skinned for the instant notice of any occurrence, be it so great as the shooting off of an admiral's barge flag, or so small as the surreptitious hanging up of his watchman in an unauthorized place by the ship's cook's mate.

At sea his place is on the bridge, in supreme command as the captain's representative, and responsible for the safety of the ship. And unless and until one has shared the middle watch—say, approaching the Channel in a November night with a fine West-country drizzle drifting up from windward and a long swell ahead, with a fishing fleet ahead spreading nets half a mile long, and a stumpy old sailing ship trying to cut across the bows—until then one does not realize that watch-keeping is no sinecure and no picnic.

Our lieutenant, then, kept his watch, let us say "the first," from 8 p.m. to midnight. His watch-keeping by a quarter to nine will not get any, since at nine everything must be cleared up for divisions. When the bugles sound off "Divisions" our friend and his doggie, or attendant midshipman, master their special division of the ship's company on deck. The roll is called, and causes of absence are investigated on the spot. The ranks are opened out, and each man is inspected, lest perchance he be dirty or untidy or unkempt. The lieutenant is a capable head-earner.

Division over, the ship's company double aft to quarter-deck for prayers, which are sensibly short, practical, and intelligible. After prayers comes time to move. If you are in a smart ship of a smart fleet, you have to fight daily for your reputation, for every "evolution" is timed on board the flagship, and the order of merit is signalled to the fleet with appropriate and energetic comment by the "old man."

So, as the little bundles creep up to the flagstaff's yard-arm and are broken into orders, there is a tense silence preceding pandemonium. The bugles blare out "General quarters," or "Out now," or "Exercise action"; there is a wild stampede of all hands to their stations, a stampede that hides a prearranged and ordered activity; and two minutes later there is silence again, denoting that every man is at his post.

Meanwhile our lieutenant has probably dived headlong into the fore barrette, where his twin 12-inch gun live. He has counted his gun's crew, found the second captain to be on the sick-list, and appointed a substitute. He and the engineer-lieutenant have tested valves and circuits and contacts, got the hydraulic pressure on, seen that the ammunition party are sending by in the magazine, and finally made the report: "Fore barrette all ready, sir."

And so the forenoon goes. There may or may not be an hour's "stand easy" before lunch at noon, but there will almost certainly be some bags to inspect, to ensure that Tom Bowline, A.B., has really at last got his supply of underclothing complete. Or he may have to attend "defaulters," that daily petty sessions where a long-suffering commander investigates "personally and publicly" in the presence of the accuser and accused "all breaches of discipline, good order, and morals. Then, nominally at noon, but really at 12.30, so as to give him a luncheon break, he goes on watch again till four.

The routine of watches is varied by means of the "first dog" and "second dog." An ordinary watch is four hours, and usually four officers share the watches, so that a man's duties would recur daily were not the 4 to 8 p.m. watch halved. The halves are the dog watches, and this arrangement shifts a man's watch forward by one step each day. Thus our lieutenant gets one night's undisturbed sleep out of four, and is on duty one afternoon out of four.

For shillings a day—£152 10s. per annum, less Income-tax—that has been the lieutenant's pay any time this hundred years. And he lives on it.

There is an old yarn which may bear retelling, of the hostess welcoming two small ship-midshipmen who appeared as sole representatives of a gun-room mess. "How do you decide

who comes?" "Oh, we lose for it, you see. Then you two won't?" "No, we lost." And, lastly, in the Navy, mess bills are strictly controlled by a committee of three experienced officers. Accounts cannot be left unpaid. If necessary, the captain can order the paymaster to pay debts, and debit the amount against an officer's pay. In fact, all gun-room accounts are paid through the office, and the midshipman receives only the balance as his pocket-money for the month. The youngsters are limited to 10s. a month wine-bill and 15s. a month extras over and above their mess, which is only 30s. a month. Three senior officers of the gun-room are by regulation responsible that the mess is conducted on a scale commensurate with the pay of the juniors, and the three auditing officers have to satisfy themselves that there are no internal debts, and that no officer has incurred any extravagant expense, signing a formal declaration to this effect and handing it to the captain, who himself produces it to the admiral at inspection.

In the ward room mess the same routine is followed. The generous amount of 25s a month is fixed by custom as the limit of a wine-bill, and it is quite certain that even the plea of hospitality will not excuse an officer who exceeds it. But it is also as certain that anyone who attempts to "cock" within that limit will find himself subject to reprimand. An ordinary battiship mess bill will run somewhat as follows, where a man neither stints himself nor indulges in any luxuries out of season.

Mess funds (band, library, furniture, games, etc.), £2; messing, £3; extras and wine and moderate entertaining £3; servant and washing, £2. The balance is 25s, which may be increased by whatever can be saved out of the 23 allowed for luxuries—in which category entertaining is placed. All ordinary mess entertainments are provided for by a special subscription included in mess funds.

The writer, being a poor man and "indifferent honest," was without any wasteful economy to keep his extras, etc., down to 21s a month while serving in a smart battiship which played her proper part in the social life of Malta, and allotted 22s a month through the paymaster to his outfit. A 270 outfit's bill was thus close red off in a three years' commission without the loss being felt.

There may be two dozen men in the service whose private incomes exceed £1,000 a year, and out of a mess of twenty, perhaps two have an allowance of more than £100 from their people. But the great majority run along with an occasional £10 note on birthdays or at Christmas.

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1166

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Reserve Fund Fl. 2,112,570.36 (€217,048)

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SUB-OFFICE: THE HAGUE.
HEAD AGENCY: BATAVIA.

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D. TOWDOW, Manager
Hongkong, 5th April, 1907. 1750

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W. M. ANDERSON, Manager.
Hongkong, 24th July, 1907. 1699

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J. E. M. SMITH, Chief Manager
Hongkong, 17th August, 1907. 71

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For the HONGKONG AND SHANGHAI
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J. E. M. SMITH, Chief Manager.
Hongkong, 12th January, 1907. 22

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for 3 " 2 " do.

JOHN ARMSTRONG, Manager.
Hongkong, 16th May, 1907. 115

THE MERCANTILE BANK OF
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SUBSCRIBED " 1,125,000
PAID UP " 562,500
RESERVE FUND " 170,000

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Daily Balance.
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For 3 " 2 " do.

EVAN ORMISTON, Manager.
Hongkong, 30th April, 1907. 24

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HEAD OFFICE—YOKOHAMA.

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TAKAO TAKAMICHI, Manager.
Hongkong, 25th September, 1907. 560

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J. L. VAN HOUTEN, Agent.
Hongkong, 8th June, 1907. 26

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F. JUNG, Manager.
Hongkong, 7th January, 1907. 25

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